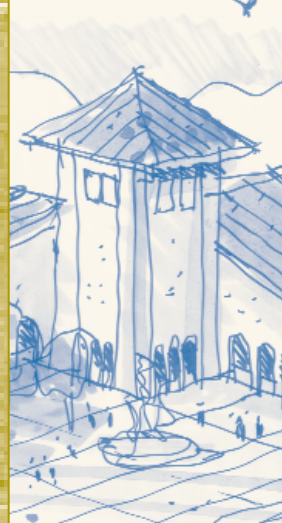


NOVEMBER 2001

neighborhood improvement plan

West Evergreen



STRONG NEIGHBORHOODS INITIATIVE



Vision

West Evergreen: Vision of the Future

EARLY IN THE PLANNING PROCESS, COMMUNITY WORKSHOP PARTICIPANTS AND NEIGHBORHOOD ADVISORY COMMITTEE MEMBERS DESCRIBED A SHARED VISION FOR THE WEST EVERGREEN NEIGHBORHOOD'S FUTURE.

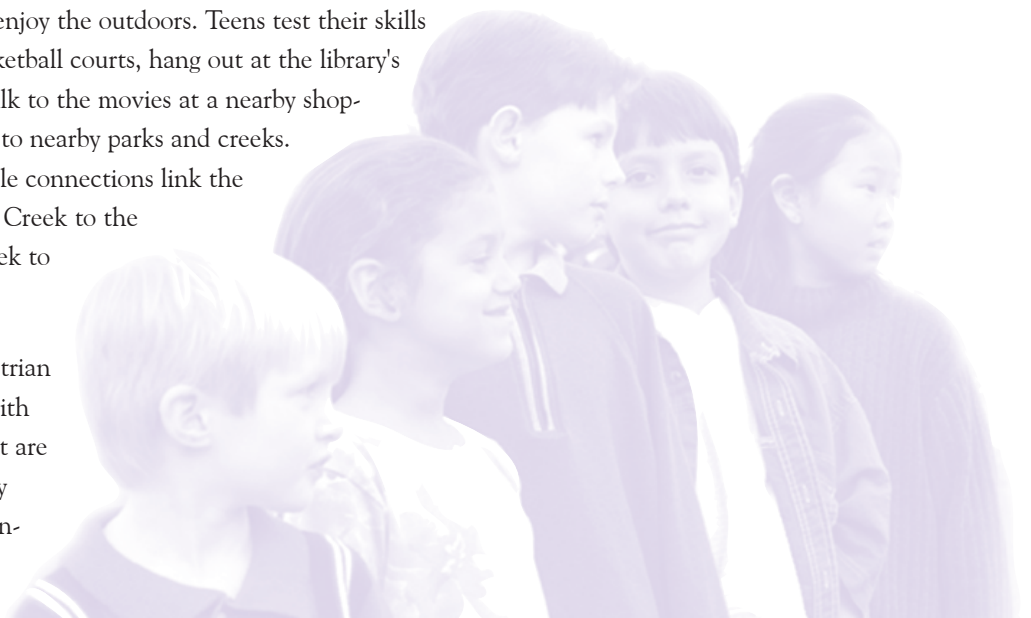
West Evergreen 2021...

West Evergreen is a strong, cohesive, ethnically diverse community where people know their neighbors and socialize with one another, look out for each other's children and homes, and work together to improve the neighborhood. The area is a safe, desirable place for families to live, work, play and learn.

Neighbors gather at the community center for a range of quality recreational and educational programs, popular with all ages and ethnicities. The community center includes a computer center with a link to City library resources and services. A nutrition program for the elderly provides a hot meal and company at lunch, recent immigrants take English as a Second Language (ESL) courses, and children participate in drama, arts & crafts, and sports programs.

The renovated Meadowfair Park and other neighborhood park spaces are easily accessible, and provide places to play, relax, and enjoy the outdoors. Teens test their skills at the skate park and basketball courts, hang out at the library's computing center, and walk to the movies at a nearby shopping center. Families bike to nearby parks and creeks. New pedestrian and bicycle connections link the community to Thompson Creek to the north, and to Coyote Creek to the south.

West Evergreen is a pedestrian oriented neighborhood, with easily walkable streets that are attractive and comfortably shaded. The street environ-



ment includes safe sidewalks, crosswalks, and connections to retail services and to light rail stations. The sidewalks have shaded benches where pedestrians can stop for a break.

The light rail system along Capitol Expressway through West Evergreen is complete, with transit stops at Eastridge Mall, Neiman Boulevard and King Road. The transit stops are pedestrian and bicycle friendly, and accessible to all members of the community. The light rail line is attractively landscaped and the transit stops are safe, attractive and well maintained.

The Arcadia property between Meadowfair Park and Quimby Road is developed as a mixed-use transit oriented project and is adjacent to the new community center. It includes a residential component, a portion of which is affordable housing for seniors. Other project components include commercial services, and a police facility. There are pedestrian links between the new residential units, the community center, light rail stations, and Eastridge Mall.

Well-maintained residences, attractive community facilities and a diversity of commercial buildings characterize the West Evergreen area. The streetscape is clean and attractive, pedestrian-friendly, and accessible for all. Well-placed traffic signals, stop signs, and traffic-calming devices create a safe street environment and allow for a smooth flow of traffic. Many residents and visitors make use of the efficient local public transportation system.

Residents in the West Evergreen community have a strong sense of pride in their neighborhood. Residents, business owners, property owners and City staff work together to keep the neighborhood clean, safe and well maintained.

Vision Themes

- Create a safe street environment
- Provide quality parks and trails connections
- Improve community facilities and programs
- Beautify the neighborhood
- Enhance retail services
- Implement neighborhood improvements through ongoing communication

Acknowledgements

The following people are gratefully acknowledged for providing valuable assistance in this development of the West Evergreen Neighborhood Improvement Plan.

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***A special thank you to all West Evergreen
Neighborhood Community Workshop participants!***

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Introduction

Summary

The West Evergreen Neighborhood Improvement Plan was developed as a partnership between residents, businesses, and the City of San José as part of the Strong Neighborhoods Initiative launched in July 2000. Community members identified the following goals that would bring about positive changes and help the neighborhood achieve its vision.

Goal A: Create a Safe Street Environment

Goal B: Provide Quality Parks and Trail Connections

Goal C: Improve Community Facilities and Programs

Goal D: Beautify the Neighborhood

Goal E: Enhance Retail Services

Goal F: Encourage Ongoing Communication

These goals now form the foundation of an action plan that includes over 100 specific actions for improving the neighborhood. Through a series of community workshops and Neighborhood Advisory Committee meetings, West Evergreen residents prioritized these actions and selected the following as top priorities to focus resources towards in the West Evergreen neighborhood.

1. **Work with the owners of the Arcadia property to acquire approximately 18 acres of vacant land adjacent to the park that is necessary for the Meadowfair Park expansion.**
2. **Build a new community center in conjunction with the Meadowfair Park expansion.**
3. **Build new sports facilities including outdoor fields for activities such as soccer and a skate park area in conjunction with the Meadowfair Park expansion.**
4. **Increase the number of regularly scheduled neighborhood "dumpster days" and increase the number of dumpsters at each event.**
5. **Widen and complete the existing path from LeyVa Middle School along Barberry Lane to King Road.**

6. Improve the intersection at King Road and Barberry Lane with enhanced (bumped-out) sidewalks and decorative crosswalks.
7. Pursue options to improve the appearance of Lower Silver Creek through increased water flow and improved water quality.
8. Initiate a traffic calming study or studies focused on the following locations: Alvin Avenue; Ophelia Avenue, Othello Avenue, Chopin Avenue, Enesco Avenue and Rigoletto Drive; Lanai Avenue, Seacliff/Seminole Way, and Waverly Avenue; and the intersection of Silver Creek Road and Capitol Expressway.
9. Complete pedestrian improvements on Aborn Road, including new crosswalks at Irwindale Drive and Atwood Drive with chokers and plantings as traffic calming features.
10. Increase communication between the City and the community through existing and new organizations, workshops, newsletters and informational packets for tenants.
11. Negotiate with the property owners for dedication of the right-of-way in front of the KLOK radio station transmission towers site on King Road between Aborn Road and Barberry Lane, and work with the property owners to participate in funding right-of-way improvements. Acquire or purchase the necessary right-of-way.
12. Complete the right-of-way improvements in front of the KLOK radio station transmission towers site, including installing additional travel lanes, sidewalks and park strips.
13. Encourage the development of vacant and underutilized sites in the neighborhood including the KLOK radio station transmission towers site and the vacant site at the northwest corner of King Road and Lexann Avenue.
14. Construct a new 5-6 acre neighborhood park in the southern portion of the neighborhood, potentially at the northwest corner of King Road and Lexann Avenue or at the KLOK radio station site on King Road.
15. Support the completion of a pedestrian overpass across Capitol Expressway as part of the light rail transit (LRT) expansion.

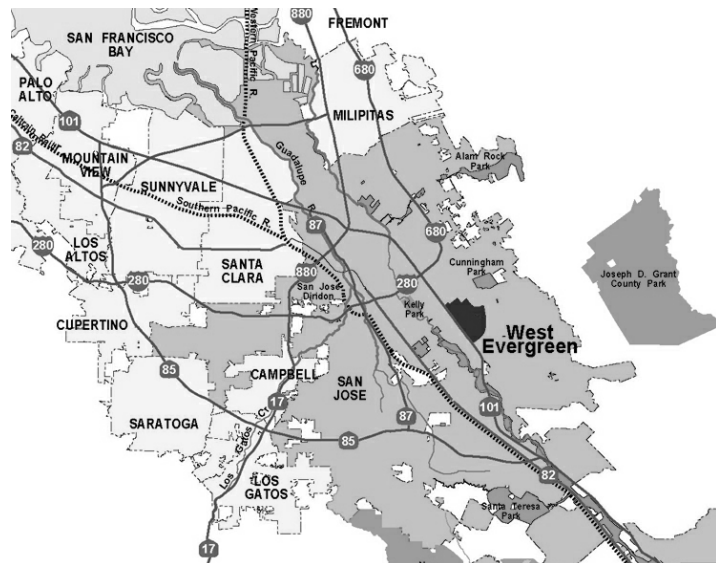
These priority actions are further described in the Strategic Action Plan section of this document, beginning on page 65.

Background

Set in San José, the burgeoning "Capital of Silicon Valley," the West Evergreen neighborhood shares in the economic success of the region and enjoys the amenities of a vibrant metropolitan area. West Evergreen features a broad range of housing types, neighborhood churches and schools that also serve as community meeting places. The neighborhood has good proximity to diverse retail opportunities. Additionally, West Evergreen has accessible public transportation, which links the neighborhood to other areas of the City. The neighborhood is home to people of widely diverse socioeconomic and cultural backgrounds; residents who have lived in the neighborhood for many years have been joined by a large population of recent immigrants. West Evergreen's most important asset is residents who take pride in their neighborhood and are interested and involved in working together to enhance the unique character of the area.

The community also faces many challenges. To improve the neighborhood and enhance overall quality of life in the area, residents would like:

- Attractive and well-maintained streets and public spaces;
- Expanded community facilities and programs which serve all residents;
- Streets in the neighborhood which are safe and free of congestion, with adequate parking for neighborhood residents and visitors;
- Improved safety and security;
- A pedestrian and bicycle friendly environment, with safe and attractive connections between neighborhood facilities and residential areas;
- Connections to parks and trails in the region; and
- New development that is consistent with the existing neighborhood scale and provides opportunities for needed community resources and affordable



West Evergreen Regional Context



housing.

In order to meet these challenges, the City of San José, the San José Redevelopment Agency and the West Evergreen community joined in a strategic planning process that established a shared vision for the neighborhood. That vision serves as the foundation of this Plan, to direct and coordinate future planning decisions, guide physical changes in the neighborhood, identify and strengthen the community's assets, and facilitate the provision of needed community services.

This Plan documents specific types of neighborhood changes that participants expressed a strong interest in, or voiced consensus around. The improvement concepts and actions described in the Plan reflect the community's desired future. Many of the improvements suggested do not currently have funding available. This Plan serves as West Evergreen residents' framework of priority improvements for enhancing the neighborhood, as well as strategies for completing these improvements. Where funding is immediately available for improvements, City staff, community members and other potential partners can move expediently towards implementation. Where funding is not available, the Plan will allow City staff and community organizations to focus their efforts on seeking funding for improvements that are a high priority for the community.

There are several funding sources that may be utilized to begin implementation of neighborhood improvements identified in this Plan. The Mayor and City Council have earmarked a minimum of \$100 million dollars to be allocated to Strong Neighborhoods Initiative projects city-wide over the next five years. Community Development Block Grants (CDBG) and the City's Capital Improvement Program (CIP) are also traditional means of obtaining funding for neighborhood improvement. Other potential funding sources have been identified for each of the improvement actions that make up the Strategic Action Plan (See the Action Matrix in the Strategic Action Plan section).

PLANNING PROCESS

The planning process to develop the West Evergreen Neighborhood Improvement Plan included many community meetings and approximately nine months of hard work by community members, City staff, and planning consultants. A Neighborhood Advisory Committee (NAC) made up of West Evergreen community members was formed to guide the development of the improvement plan. The NAC met regularly with consultants and City staff throughout the planning process.

The planning process was designed to facilitate community consensus around a shared vision for the future and the development of implementation actions to successfully achieve that vision. The planning process, summarized below, was divided into the following five phases.

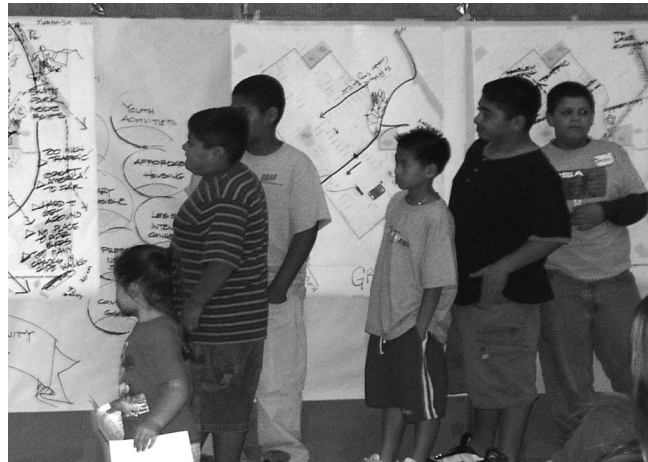
■ PHASE I: Assessment of Existing Conditions & Vision Development

Residents, business owners, property owners and City staff identified the challenges, assets, and opportunities facing the West Evergreen neighborhood. The goal of this phase of the process was to understand the current physical, economic and social conditions in the West Evergreen neighborhood and to develop a shared vision for the future of the neighborhood. To gather community input, an initial community workshop was held on November 4, 2000. The wallgraphic on the following page illustrates the community's input in developing the neighborhood vision.

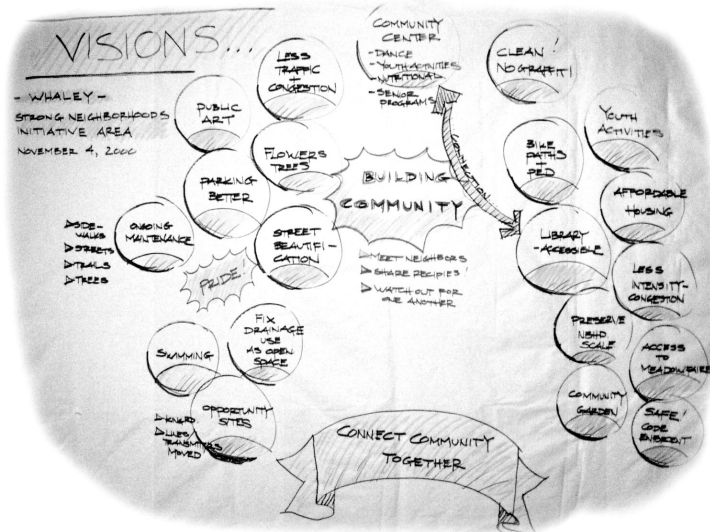
In addition, several focus group meetings and discussions with youth groups in the community were conducted. These groups included students at O.B. Whaley Elementary School, the Youth



West Evergreen Community Workshop #1



Children participate in developing West Evergreen's Vision



West Evergreen Vision Themes

Group at Meadowfair Center, and a youth break out group at the first community workshop.

■ PHASE II: Develop Alternatives, Actions, and Priorities

The second phase of the process focused the efforts of the community on developing specific actions and alternatives to bring the community's vision to reality. In addition, this phase initiated the process of prioritizing the proposed actions and alternatives. At a community workshop on

January 20, 2001, residents reviewed the emerging vision for the neighborhood and began the process of prioritizing actions for the neighborhood improvement plan.

■ PHASE III: Draft Improvement Strategies

Three NAC meetings and a second community workshop were held in January and February of 2001 to review implementation strategies and refine several emerging plan concepts for the neighborhood. Implementation strategies are a set of near-term, mid-term and long-range actions that enable the community to achieve the goals they set in the beginning stages of the planning process.

■ PHASE IV: Draft Plan

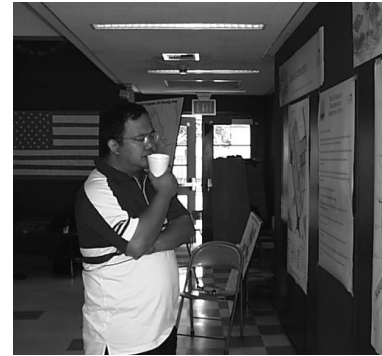
Two more NAC meetings were held between March and May, 2001 to further refine the Improvement Plan, and to provide a direction in creating the final document. A final community Open House on June 2, 2001 provided an opportunity for the West Evergreen NAC to present the Neighborhood Improvement Plan framework to the

entire community. Following the Open House, a NAC meeting was held on June 25, 2001, to review the input received at the Open House, and to confirm the contents of the draft plan.

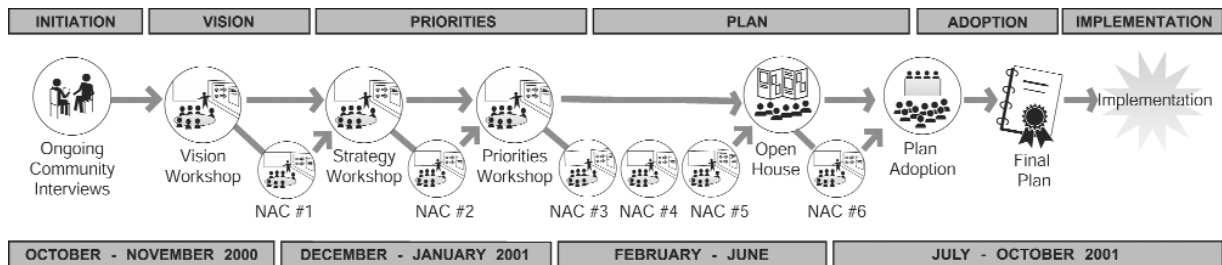
■ PHASE V:: Plan Adoption Process

The final phase of the planning process consists of the Improvement Plan's adoption process. A final NAC meeting was held on October 15, 2001 to finalize the Draft Improvement Plan before it is presented to the Planning Commission and City Council for approval and adoption.

Over 200 community members attended at least one meeting during the community planning process-many attended the entire series of meetings. This large participant turnout is evidence of the strong community interest in shaping the future of the West Evergreen neighborhood.



A community member reviews improvement plan concepts at Community Workshop #3



Strong Neighborhoods Initiative Planning Process and Schedule

STRONG NEIGHBORHOODS INITIATIVE

The success of this plan relies on a participatory process and on implementation of proposed neighborhood improvements. Both of these are part of a larger citywide goal: to listen to San José residents' ideas for neighborhood improvement, connect neighborhoods to resources, and respond to neighborhood priorities. This goal is an integral part of the Strong Neighborhoods Initiative, which the City launched in July 2000.

The Strong Neighborhoods Initiative is a partnership between the City Council, the Mayor, and San José residents and business owners to strengthen the City's neighborhoods. The Strong Neighborhoods Initiative aims to improve neighborhood conditions, enhance community safety, facilitate community services, and strengthen neighborhood associations. The West Evergreen neighborhood is one of twenty-two planning areas in San José that is specified as a Strong Neighborhoods Initiative area.

The Strong Neighborhoods Initiative is made up of two stages: planning and implementation. The first stage consists of the planning process, the development of the twenty-two Neighborhood Improvement Plans, and the formation of a Redevelopment Project Area. The second stage, implementation, culminates in the execution of the neighborhood improvements in the form of revitalization projects, enhanced community services, and new development projects. The Strong Neighborhoods Initiative is funded through resources from the City of San José, the Redevelopment Agency, private investments, and public-private partnerships.

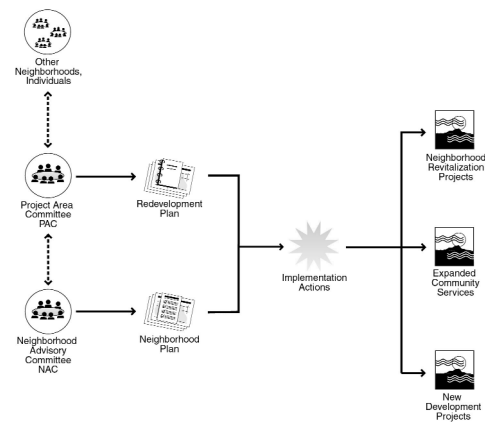
To guide the neighborhood improvement planning process, each Strong Neighborhoods Initiative area formed a Neighborhood Advisory Committee (NAC) made up of community members. NAC members made a one-year commitment to the project, met regularly to provide guidance to City Staff and planning consultants, act as representatives for the West Evergreen community, and help develop the Neighborhood Improvement Plan. The West Evergreen NAC is made up of 22 residents and business owners.

REDEVELOPMENT PROCESS

In order to provide a portion of the funding for the Neighborhood Improvement Plans, a Redevelopment Project Area made up of all twenty-two Strong Neighborhoods Initiative neighborhoods is in the process of being formed. A Redevelopment Project Area is necessary to leverage redevelopment funds into the neighborhood improvements.

A Project Area Committee (PAC) representing all 22 neighborhood areas has been assembled (by special election and Council appointments) to oversee the development of the Redevelopment Plan and make recommendations to the Mayor and City Council. The PAC, which is required by Redevelopment Law, is a committee of 52 members made up of residents, property and business owners, and representatives from community organizations. Thirty-five members were selected in at-large elections while the remaining 17 members are appointed by the City Council.

The election for PAC members was a mail-in election, which began in March 2001. Ballots were sent to more than 90,000 households encompassing 22 San José neighborhoods within the proposed Redevelopment Project Area. Election results revealed a successful representation of most Strong Neighborhoods Initiative neighborhoods. The newly assembled PAC comprising 13 homeowners, 17 tenants, 5 business owners and 17 appointed representatives of community organization was confirmed by the San José City Council on June 12, 2001. Khanh Nguyen, a residential tenant, was elected to the PAC from the West Evergreen Strong Neighborhoods Initiative area.



Strong Neighborhoods Initiative Committee Structure, Process and Products



Neighborhood Profile

Neighborhood Profile

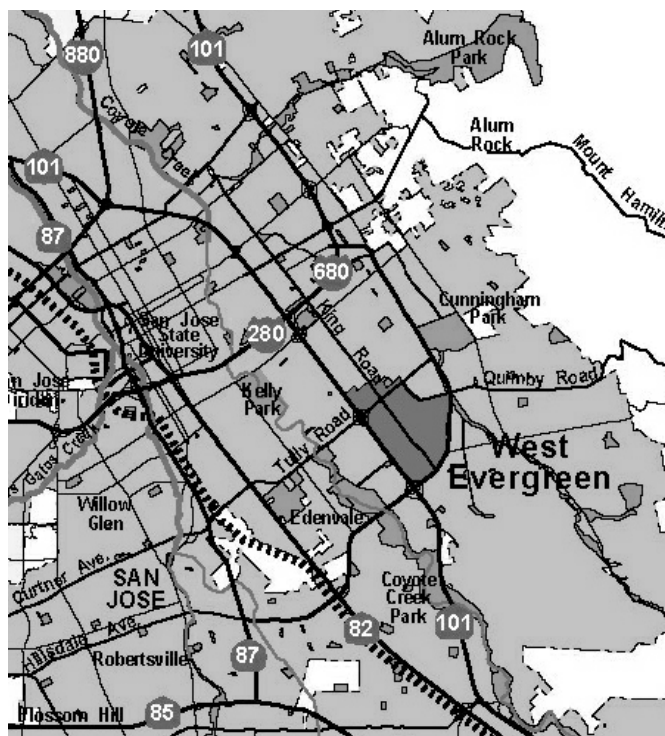
Urban Context

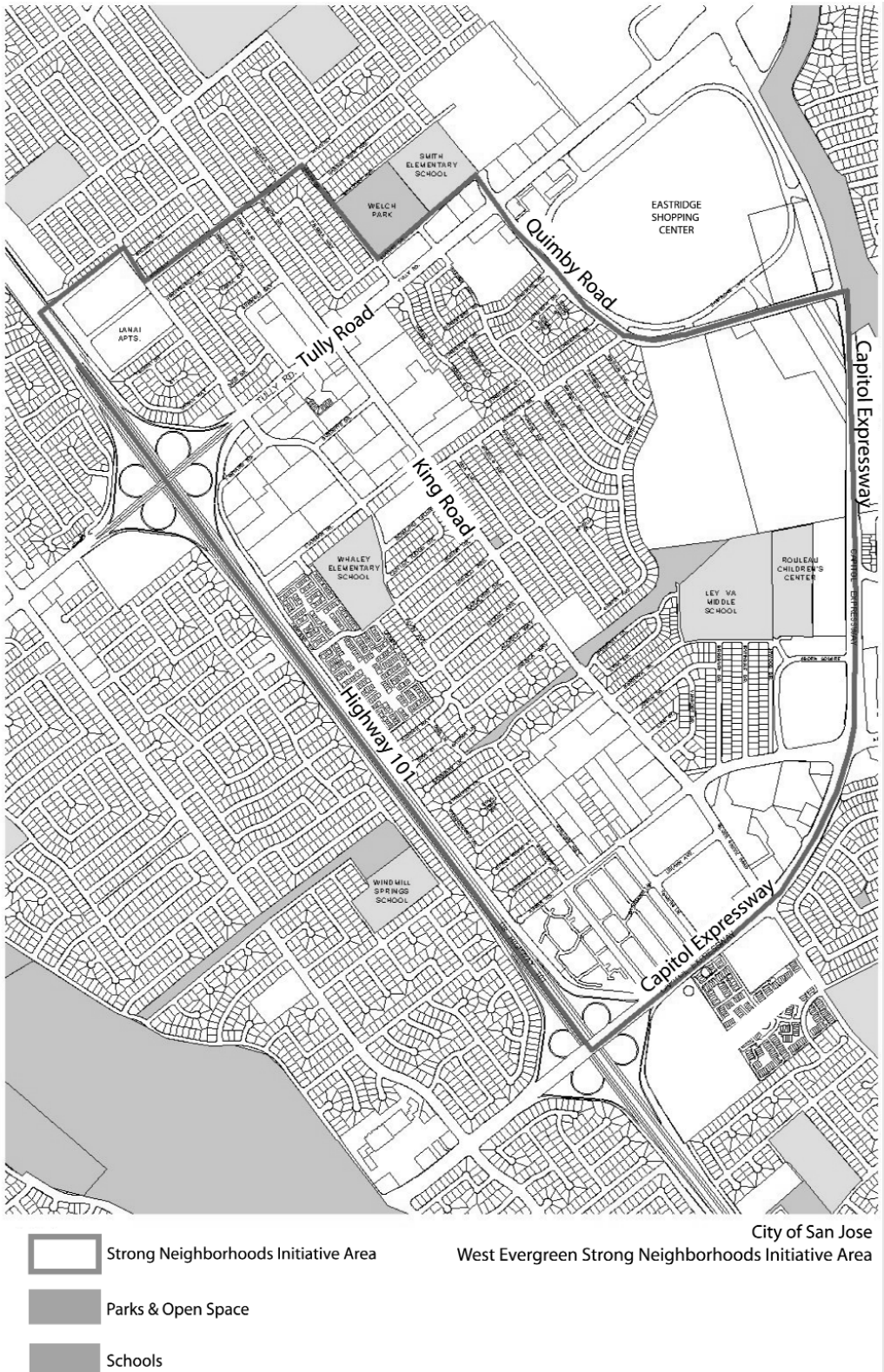
West Evergreen is one of many culturally and ethnically diverse neighborhoods found in the City of San José. At least 12 different ethnic groups are well-represented in the City. The rate of population growth in San José is one of the fastest in the country, more than doubling between 1970 and 2000. As the city grows, so does its diversity. The size of the Hispanic and Asian populations have increased considerably more rapidly than the overall population.

The City of San José is at the center of an expanding regional economy based on information technology and manufacturing. With strong economic ties to other parts of the United States and to other countries, San José has more of the nation's fastest growing high-tech global manufacturers than all but one state in the United States. Known as the "Capital of Silicon Valley," the city's median income is ranked third highest across the nation. The City of San José also boasts the lowest crime rate of any city with a population over 250,000.

West Evergreen Strong Neighborhoods Initiative Area

The West Evergreen area is located immediately east of Highway 101, west of Quimby Road and north of Capitol Expressway. The area includes a colorful mix of retail stores, offices, single and multi-family residences and community facilities. Tully Road and King Road are central traffic corridors within the neighborhood. The General Plan and Zoning Maps for West Evergreen indicate the planned land uses and zoning designations for the neighborhood, and are included in the Appendix to this plan.





Demographics¹

In 2000, the West Evergreen neighborhood had a population of approximately 21,200, an 11 percent increase over the 19,100 residents in 1990. This increase is somewhat less than the City of San José's 15 percent population increase as a whole, over the same time period.

West Evergreen consists of approximately 5,200 households, with an average household size of 4.1 persons per household (ppH), which is considerably larger than the City's average of 3.2 ppH. During the 1990s, growth in the number of households in West Evergreen kept pace of the general population growth of 10 percent rate per annum.



West Evergreen residents enjoy activities at a Community Workshop

Total housing units in West Evergreen grew from 4,840 units in 1990 to 5,318 in 2000, a 10 percent increase. The occupancy rate remained the same in 1990 and 2000 at 98 percent, while the percent of owner-occupied units dropped slightly from 55 percent to 54 percent.

The ethnic make-up of the West Evergreen neighborhood changed during the 1990s, becoming both more Asian/Pacific Islander and more Latino. Persons of Asian/Pacific Islander descent constituted 34 percent of the neighborhood's population in 1990, rising to 42 percent in 2000. Persons of Hispanic origin made up 45 percent of the population in 1990, and 54 percent in 2000.

At 30.7 years, the median age of the West Evergreen population is slightly younger than that of the City of San José as a whole, which by comparison is 33.7 years.

Of the 12,163 West Evergreen residents over 25 years of age, 9 percent have four-year degrees or higher, another 25 percent have

attended some college or have an associate's degree, and 66 percent have completed high school or less.

The median household income of West Evergreen residents increased by 23 percent between 1990 and 2000, from \$52,578 to \$64,865. During this same time period, median household income citywide grew from \$63,030 to \$73,804, a 17 percent increase in income.

¹ 2000 U.S. Census. Age and income figures from 1990 Census with 2000 projections provided by Claritas. The West Evergreen neighborhood includes portions of Census Tracts 5063.02, 5064.01, 5064.02, and 5065.01.

Assets, Opportunities and Challenges

Assets are the existing characteristics of a neighborhood that can be capitalized upon to contribute to the overall quality of life and desirability of the neighborhood. Repeatedly, community workshop participants and Neighborhood Advisory Committee members described the people of West Evergreen as the community's strongest asset. West Evergreen is a diverse community with strong neighborhood organizations that are working hard on community-based neighborhood improvement efforts.

The planning process, however, also illuminated many challenges faced by the community. These challenges are obstacles that can impede West Evergreen from realizing its vision for the future. As part of the Strong Neighborhoods Initiative process, the community has been working on developing solutions to overcome these challenges.

ASSETS AND STRENGTHS

LOCATION AND ACCESS

The West Evergreen neighborhood benefits from its location within the City of San José in the heart of Silicon Valley. The area offers residents a variety of cultural, recreational, educational, and entertainment opportunities. Residents enjoy close proximity to various employment centers and have easy access to area freeways. The City also benefits from a great climate and low crime rate.

Currently, the West Evergreen neighborhood is well served by public transit, mainly bus service that connects the area to other parts of the city. The neighborhood residents are looking forward to greater transit service in the future, as the Valley Transportation Authority (VTA), the county's transit service provider, will be extending the light rail line along Capitol Expressway with stops in



VTA buses run throughout West Evergreen

close proximity to the neighborhood. There are proposed stops at Eastridge Mall, at the intersection of Capitol Expressway and Silver Creek Road, and another stop in between these two locations in the vicinity of Neiman Boulevard.

RESIDENTIAL MIX AND NEIGHBORHOOD CHARACTER

The West Evergreen neighborhood has a diverse mix of residential types and styles. Areas of well-kept, single-family detached homes surround the neighborhood. There is also a variety of old and new multi-family apartment buildings mixed in with the single-family homes. Most of the units in West Evergreen are in good condition, however, a few older apartments remain in poor condition due to unresponsive or absentee landlords.

COMMUNITY RESIDENTS AND ORGANIZATIONS

Throughout the planning process, community members have cited dedicated residents and the neighborhood's strong community organizations as West Evergreen's most important assets. There are organized community groups that contribute to planning and improvement efforts within the community, such as the NAC, the LeyVa Community Action Team (CAT), the Meadowfair Neighborhood Action Team, and the West Evergreen Neighborhood Association. Residents in West Evergreen are generally interested and involved in the well being of the neighborhood, as are the youth in the neighborhood as evidenced by their involvement in community issues.

PARKS AND COMMUNITY FACILITIES

West Evergreen is home to several valuable community assets including parks, community facilities, and schools and children's centers, such as O.B. Whaley Elementary School, LeyVa Middle School, Liberty Baptist School and the Rouleau Children's Center. West Evergreen's schools and churches not only serve as educational and religious centers, but also provide spaces for community gatherings and recreational uses.



Single-family housing in West Evergreen



Multi-family housing in West Evergreen



Kathy Antl, West Evergreen NAC member



Aborn Center, example of retail in West Evergreen



Eastridge Shopping Mall, adjacent to the West Evergreen Neighborhood

Meadowfair Park is an important community asset, with play areas and a tot lot for children in the neighborhood. The expansion of the park will provide additional facilities for all neighborhood residents. Additionally, the Meadowfair Center at the corner of King Road and Enesco Avenue is another amenity where neighborhood children go to play and participate in programs.

COMMERCIAL USES

West Evergreen abounds with a colorful mix of commercial uses in different areas of the neighborhood. There are several strip shopping centers along Tully Road, several large retail centers in the southern portion of the neighborhood, and a rich diversity of retail stores and restaurants that serve both the neighborhood and region. West Evergreen is home to small family-owned businesses as well as larger chain stores and franchises, and many independently owned businesses which offer specialty services, such as ethnic food markets and restaurants. The Eastridge Shopping Mall is located directly east of the West Evergreen neighborhood. This is a regional shopping center, with large retailers such as Macy's, Sears and J.C. Penney.

EXISTING PROJECTS

There are many improvement programs and projects that are funded and already underway in West Evergreen. These improvements serve as important symbols to the West Evergreen neighborhood, since they provide a starting point for comprehensive neighborhood improvements, and indicate the City's dedication to work in partnership with the community to ensure continued neighborhood improvements. Following is a list of existing projects underway and a brief description of each one.

- **Accelerated Road Pavement Program.** The Accelerated Pavement Program addresses street surface repairs on local streets. The program includes three type of pavement repairs: oil and rock (chip sealing), complete resurfacing, and oil and sand (slurry sealing). It is funded through State grants, which provide funding to do repairs ahead of schedule. (The list of streets is provided in the Appendix to this plan).
- **Tree Trimming Program.** This program deals with clearance tree trimming over the street in the West Evergreen neighborhood in order to prepare for the Accelerated Road Pavement Program.
- **Traffic Signal at King Road and Barberry Lane.** The City will install a traffic signal at King Road and Barberry; this improvement is scheduled for completion Summer 2001. This signal will help to improve pedestrian safety along King Road.
- **Sidewalk Improvements.** The City is currently working on sidewalk improvements and repairs in West Evergreen to improve pedestrian access and safety. These improvements include sidewalk repairs, installation of handicapped access ramps at intersections, and recently installed stop signs around LeyVa Middle School.
- **Meadowfair Center Improvements.** Currently, there are plans for improvements to the existing tot lot at Meadowfair Center on King Road. Improvements are scheduled to begin in Fall 2001.
- **Meadowfair Park Phase II Improvements.** Meadowfair Park is scheduled for improvements to the existing facilities, including enhancements to the tot lot, an additional play yard, landscaping, and other amenities.
- **Towers Lane Improvements.** The Department of Transportation is currently in the process of improving Towers Lane north of Aborn Road. The scope of work includes the construction of pavement, curb, gutter, sidewalk, driveways, wheelchair ramps, storm and sanitary sewer systems, street lighting and landscaping.
- **New Library Site.** A new library to serve the West Evergreen Service area will be built on Tully Road at Kenoga Drive. This location is definite, and the City is now working on the design and development program for construction of the library.
- **Highway 101 Corridor Study.** Caltrans and the City are undertaking a study to analyze the Highway 101 Corridor between Tully Road and Capitol Expressway to improve traffic flow and decrease congestion. This study also includes improvements to the Highway 101/Tully Road interchange.
- **Light Rail Expansion.** The Valley Transportation Authority (VTA) currently has plans to expand light rail transit (LRT) through the West Evergreen neighborhood with a line running along Capitol Expressway.



Meadowfair Park



Tot lot at Meadowfair Center

CHALLENGES

TRANSPORTATION AND CIRCULATION

Transportation and circulation issues are a major concern for the West Evergreen community. Residents feel that the amount and speed of traffic in their neighborhood is dangerous for pedestrians. Many parents fear that it is unsafe for their children to walk to school and to parks due to the speed of traffic. The cause of many of the neighborhood's transportation and pedestrian safety problems is the large amount of cut-through traffic spilling onto neighborhood streets. Motorists seeking alternate routes often use residential streets to bypass congested highways and major arterials, resulting in these neighborhood streets regularly experiencing high volumes of speeding traffic.



Existing conditions: Discontinuous sidewalks on King Road

Specifically, residents have identified the volume and speed of traffic, as well as the lack of continuous sidewalks on King Road as a circulation and safety issue. King Road is therefore seen as a barrier that inhibits pedestrian connectivity between the neighborhoods on either side. The NAC recommends additional stoplights on King Road to help alleviate these issues. Consistent with this recommendation, a traffic signal is scheduled to be installed at Barberry Lane and King Road this summer.

Another traffic issue in West Evergreen is the excessive traffic crowding at the intersection of Silver Creek Road and Capitol Expressway. The entrance to the gas station on Silver Creek Road at this intersection is very complicated and confusing to motorists, and thus leads to unruly traffic.

Residents have also identified traffic issues on Alvin Avenue, particularly speeding in the vicinity of the post office, creating pedestrian safety concerns within the area. The City of San José Department of Transportation (DOT) is conducting a special traffic study of Alvin Avenue.

Another issue of great concern for the citizens of West Evergreen is traffic circulation at the Highway 101/Tully Road and Highway 101/Capitol Expressway interchanges. Currently, due to the high traffic volumes on Highway 101 and inadequate exit capacity, the interchanges often back up, causing traffic congestion on both the freeway and on surface streets in the West Evergreen neighborhood. The City of San José Department of Transportation is conducting a Highway 101 corridor study to determine solutions to these problems. Additionally, the community residents are committed to continue working with the VTA to ensure that improving these interchanges maintain a high priority for future funding.

Many of the sidewalks in the community are cracked or raised as a result of overgrown tree roots. Some streets have discontinuous sidewalks, or none at all. Not all sidewalks are accessible to people with disabilities, particularly in the neighborhoods east of King Road and south of Rigoletto Drive. Many intersections are unsafe, especially for children walking between schools, community facilities, and their homes. Residents have identified the need for safe, accessible pedestrian paths throughout the neighborhood.

PARKING

Parking is another central concern for the community. There is an overall lack of on-street parking especially near apartment complexes. The West Evergreen area is experiencing overcrowding in many of the housing units, which leads to off-street parking shortages and other traffic impacts. With a shortage of parking spaces in apartment complexes, the overflow automobiles park on adjacent streets. Moreover, many low-income persons who are unable to maintain their automobiles abandon them on the street. These abandoned cars further exacerbate the on-street parking problem. Community residents have also expressed the need for additional parking spaces for teachers, staff and visitors and additional student drop-off areas at O.B. Whaley Elementary School, LeyVa Middle School and the Rouleau Children's Center.

OVERCROWDING

Silicon Valley has experienced a large population growth in the last decade due to the economic successes of the high-technology industry. This population boom increased the demand for housing, which in turn caused housing prices to skyrocket. The region's lack of affordable housing forced many lower-income families to "double-up," in some cases with 12-16 people living in a 2-bedroom apartment or house in order to afford the rent. The average household size in the West Evergreen Neighborhood is a very large 4.1 persons per household, compared to California's average of 2.87, and the national average of 2.59.



Abandoned shopping carts in West Evergreen

MAINTENANCE/CLEAN-UP

The residents of the West Evergreen neighborhood have identified several maintenance and clean-up issues that must be addressed in their neighborhood. These issues include litter and trash dumping on the streets, inadequate street sweeping due to parked cars, "run-away" shopping carts from local commercial businesses, unclean public restrooms in parks, excessive vandalism and graffiti, and odor and visual blight from Lower Silver Creek. Some of these issues are already being dealt with. For instance, the City of San José has developed a new Shopping Cart Ordinance to deal with the problem of abandoned shopping carts.

SAFETY

Safety and security are major concerns for the residents and property owners of West Evergreen. While gang activity in the neighborhood has decreased, there is still fear among many residents of illegal drug sales and unsafe streets. In particular, residents identified a drug problem in the Saralynn Drive area, as well as illegal activity behind Meadowfair Park and LeyVa Middle School. Community residents would like to see increased security, improved police and code enforcement, as well as physical improvements such as lighting to increase safety in the neighborhood.



Neighborhood watch increases safety and security

COMMUNITY DESIGN/STREETScape

Residents feel that the overall appearance of the neighborhood detracts from its "quality of life" and livability. Many areas within the neighborhood are in need of landscaping enhancements, façade improvements, undergrounding of utilities, and completion of curbs, gutters and sidewalks. The City's Redevelopment Agency (RDA) administers façade improvement programs, which could be used to address some of these design issues for commercial and mixed use areas.

Another concern is that the area feels too dense and over-crowded. Future design improvements should minimize the visual impact of the high-density areas. Additional issues identified by the NAC include poor street lighting, inconsistent use of roofing materials, and inconsistent placement of private property addresses, e.g. on the curb, on the porch, or missing completely.

PARKS AND COMMUNITY FACILITIES

While West Evergreen is home to several parks and community facilities which serve as neighborhood assets, residents have also identified areas where these facilities may be improved, such as increasing the number of parks and community facilities. West Evergreen should have facilities to serve the diverse needs of residents of all ages, ranging from young children to senior citizens. The neighborhood residents have a range of needs, and the community facilities in the neighborhood should reflect these diverse needs.

One of the main priorities of West Evergreen residents is improving and expanding the existing facilities in the neighborhood, particularly Meadowfair Park and Meadowfair Center. The park could be expanded to include additional recreation space and a community center with a complement of meeting/education rooms, a commercial kitchen, a full gymnasium, lockers, and office space. Other improvements recommended for the site include a public commu-



Children playing at Meadowfair Park



Lower Silver Creek: Site of planned trail improvements

nity pool, a skateboard park, a couple of soccer and baseball fields, and a major playground facility. The proposed expansion area of Meadowfair Park is included in both the City's General Plan, and in the Greenprint Plan.

Another issue facing West Evergreen is the lack of open space and parks south of Barberry Lane. Parks and open space are concentrated in the northeastern portion of the neighborhood, and community residents have identified a need for a 5-6 acre neighborhood park in the southwestern portion of the neighborhood.

Lower Silver Creek is currently an undesirable element within the community since it is visually unappealing and malodorous. The community has suggested design improvements along this creek as part of an effort to create a continuous trail connecting various open space areas in West Evergreen from the Coyote Creek to the west to Thompson Creek and Lake Cunningham the east.

PROGRAMS AND COMMUNITY SERVICES

West Evergreen community members would like to have a range of programs and community services available to all neighborhood residents. While there currently are some offerings in the neighborhood, the community has identified several areas that require improvements. Affordable, quality childcare, for example, is difficult to find. Residents also expressed a desire for additional after-school programs for children of all ages, and English and computer classes for adults. Other desired services include art programs, senior activities and a senior nutrition program. Residents have also suggested a new community center with computers, Internet access and a direct link to the San José Public Library. The community center should also have meeting spaces and classrooms for educational opportunities.

The challenge in many instances, however, is not a lack of services, but a problem with communication. Many residents do not know about the range of programs and services available to the commu-

nity. Improved outreach and communication between the community and service providers is essential.

LANDLORD-TENANT AND NEIGHBOR RELATIONS

Unresponsive landlords and poorly managed properties contribute to many of the challenges that affect the West Evergreen community. Many apartment tenants cope with broken windows, malfunctioning heating and plumbing, and insect infestations. Some landlords will not repair properties until required by Code Enforcement. Residents expressed a need to develop educational programs to ensure responsible property management, increase the safety of residents living in apartments, and promote strict and responsive code enforcement.

COMMERCIAL LAND USES

The existing commercial areas in West Evergreen are in need of long-term improvement. For example, the Aborn Square Shopping Center has parking and circulation problems, with an unsafe pedestrian environment. This shopping center needs to be revitalized with improved landscaping, pedestrian connections, and façade improvements to provide a more attractive and functional retail experience. There are shopping centers in other parts of the City that are undergoing improvements, which can serve as an example for Aborn Square. For example, the Quimby and White shopping center is a redevelopment project that is currently underway. The City's Redevelopment Agency may apply the façade improvement and an edge treatment program in West Evergreen to help address the design and revitalization issues of older commercial areas.

It is important for the community to continue to attract new businesses that provide goods and services not currently offered in the area, or those that complement the existing uses in order to maintain the viability of the commercial areas in West Evergreen. Additionally, West Evergreen would benefit from improved connections to the surrounding neighborhoods. Community residents would



Retail in West Evergreen: Aborn Center

like to maintain and enhance the "sense of place" by establishing pedestrian friendly streets and gathering places connected to healthy and vibrant commercial centers.

Goals

Goals

The Goals serve as the overall framework for the Neighborhood Improvement Plan. Early in the course of the planning process, community members identified a vision for the future of the West Evergreen neighborhood. The goals and approaches presented below were extracted from the community's vision for the West Evergreen neighborhood. They provide the foundation from which more specific actions for neighborhood improvement are derived.

Goal A: Create a Safe Street Environment

Approach: Ensure safe streets for pedestrian, bicycle and vehicular travel while minimizing congestion.

Goal B: Provide Quality Parks and Trail Connections

Approach: Improve existing park facilities and connections between neighborhood facilities and residential areas, and provide connections to existing parks and trails in the region.

Goal C: Improve Community Facilities and Programs

Approach: Provide quality community facilities and programs serving all ages and ethnicities.

Goal D: Beautify the Neighborhood

Approach: Create attractive and well-maintained streets and public spaces.

Goal E: Enhance Retail Services

Approach: Improve retail areas and provide quality restaurants, shopping and entertainment.



Workshop participants discuss vision, goals and community assets



Community members play "dot game" to prioritize action items

Goal F: Encourage Ongoing Communication

Approach: Ensure ongoing communication between the community, City departments, and local agencies to successfully implement the neighborhood improvement plan.

The actions, policies and investments described in the Strategic *Action Plan* aim to achieve these broader goals. For example, a number of actions are identified to improve traffic circulation in the neighborhood (e.g., install traffic calming and safety devices). These actions address the neighborhood's overall goal for "A Safe Street Environment."



Improvement Plan Concepts

Improvement Plan Concepts

This chapter describes the physical components and social programs that together make up the community's plan for achieving the West Evergreen neighborhood vision.

Improvement concepts are physical design or programmatic solutions used to solve neighborhood problems and issues on a schematic level. In addition to these concepts, the strategic actions are more specific methods of implementing community improvements, and are detailed in the Strategic Action Plan Chapter of this plan.

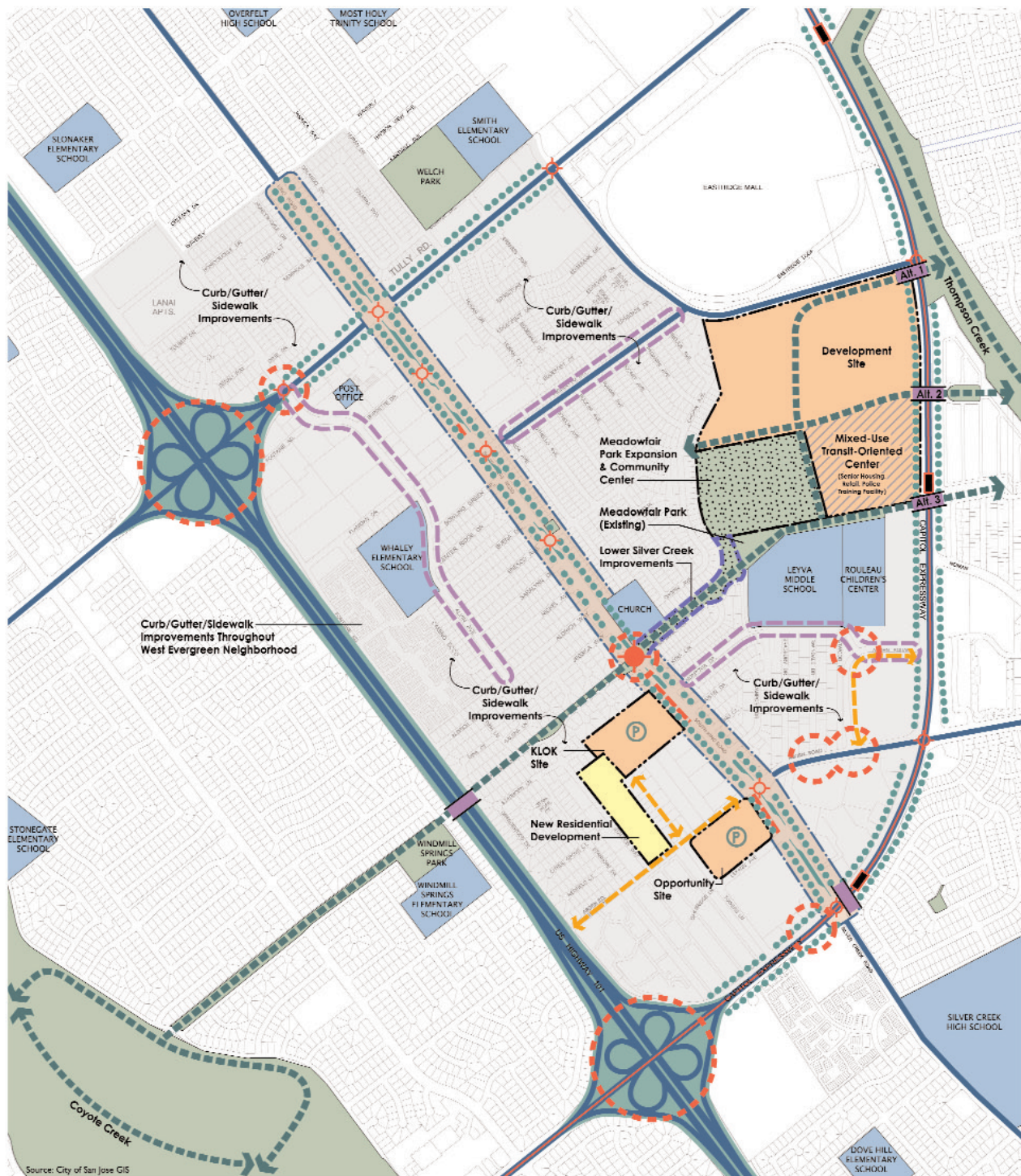
Improvement plan concepts are based on the goals and objectives for neighborhood improvements that West Evergreen community members have identified during the planning process. The West Evergreen improvement concepts detail the major ideas for improving the neighborhood's physical appearance, image and programs and services.

The improvement concepts are organized into the following major categories:

- Circulation and Transportation,
- Land Use,
- Parks and Community Facilities,
- Neighborhood Beautification, and
- Programs and Services.

The concept for Circulation and Transportation is comprised of design solutions for traffic calming, locations for pedestrian connections, and an overall plan for street and transit improvements. The Land Use concept identifies strategies for revitalizing existing underutilized commercial and residential areas, and developing other opportunity areas. The Parks and Community Facilities concept identifies locations and improvements for community resources, including new parks and recreation facilities and a new

community center. The Neighborhood Beautification concept includes plans for landscaping, neighborhood amenities, and neighborhood clean-up and maintenance programs. The concept for Programs and Services highlights new or expanded programs and services to support the West Evergreen neighborhood residents. The Neighborhood Improvement Concept diagram (Figure 1) on the following page illustrates the overall improvement plan concepts for the West Evergreen neighborhood.



LEGEND

Existing

- West Evergreen Strong Neighborhoods Initiative Area
- Park
- Public/Quasi-Public Use
- Major Road
- Traffic Signal

Proposed

- Traffic Signal
- Street Tree Planting
- Landscaped Median
- Highway Landscaping
- Light Rail Line and Station
- Pedestrian Overpass
- Trail
- Sidewalks
- Right-of-Way Acquisition and Improvement
- Intersection Improvements
- Neighborhood Park Opportunity
- New Park

- Development Opportunity
- Residential Development
- Traffic Calming Improvements
- Lower Silver Creek Improvements
- King Road Streetscape Improvements

NEIGHBORHOOD IMPROVEMENT CONCEPT

Figure 1

CIRCULATION AND TRANSPORTATION CONCEPT

One of the central concepts of the West Evergreen Neighborhood Improvement Plan is improving circulation and transportation patterns within the community, particularly with regard to pedestrian safety and access, and creating a linked, well connected neighborhood. West Evergreen residents have identified several different types of transportation issues and problems in the neighborhood. One of these central issues is the lack of pedestrian friendly, safe and accessible routes. For example, the traffic on King Road divides the neighborhood, and creates a barrier for children and other pedestrians traveling to parks, schools, or other destinations within the neighborhood. Unsafe traffic patterns, speeding, congestion, and poor traffic flow in West Evergreen negatively affect the pedestrian environment.

A long-term goal for the community is to create a safe and accessible circulation system with the different modes of transportation, such as automobiles, pedestrian, bicycles, and public transit seamlessly integrated throughout the neighborhood.

Creating a safe, accessible and efficient circulation system in West Evergreen relies on several overall improvement concepts:

- Complete neighborhood-wide traffic calming study and install traffic calming devices as appropriate
- Install pedestrian improvements and connections throughout the neighborhood, such as crosswalks and sidewalks, to create a cohesive, connected neighborhood
- Construct transportation improvements to the roadways and intersections in West Evergreen; and
- Support VTA's program to complete transit improvements in West Evergreen.

The Circulation Concept Plan (Figure 2) at the end of this section graphically illustrates these improvement concepts.

TRAFFIC CALMING STUDY

Traffic calming is a combination of physical design measures that reduce the negative impacts of automobile traffic and improve conditions for all street users, including pedestrians, cyclists, motorists and transit users. The City of San José Department of Transportation's (DOT) traffic calming solutions include installing crosswalks near schools to constructing traffic islands designed to slow traffic movement or redirect traffic patterns.



Traffic flow on Tully Road

Community residents have expressed a need for a comprehensive traffic calming study and analysis to address cut-through traffic and speeding issues throughout the neighborhood. This study will examine the overall traffic patterns in the neighborhood, and will focus on traffic mitigation measures at key locations to reduce speeding, discourage cut-through traffic and possibly reduce traffic volumes on neighborhood residential streets to acceptable levels.

While traffic calming is an important overall concept for the entire West Evergreen neighborhood, community residents have also identified several specific high priority areas of concern. Residents have specifically identified the need to create safe circulation environments for children in the vicinity of schools, parks, and community centers at the following locations: Alvin Avenue (in front of O.B. Whaley Elementary School), Monrovia Drive (in front of LeyVa Middle School and the Rouleau Children's Center), and King Road at Enesco Drive (in front of the Meadowfair Center).

Many of the needed traffic calming measures in these locations are already underway. Stop signs have already been installed in front of the schools on Monrovia Drive, a new signal light and crosswalk is under construction at the intersection of King Road and Barberry Lane, and curbs on Alvin Avenue, in front of the O.B. Whaley Elementary School have been painted to help ameliorate parking and

traffic congestion.

Traffic calming devices could also be utilized to address the high incidence of cut-through traffic on Rigoletto Drive. Many motorists currently use Rigoletto Drive as a through street between King Road and Quimby Road, generating concern about speeding traffic and noise in the surrounding residential area. A thorough traffic calming study of the neighborhood may identify alternate routes that will create safer traffic patterns in the neighborhood.

A successful traffic calming program in West Evergreen will employ a combination of measures, including an increased police presence, more aggressive ticketing, synchronization of signals, posted speed limit, installation of additional stop signs, and physical barriers to speeding, such as street narrowing through chokers, chicanes, and planters.

PEDESTRIAN IMPROVEMENTS

West Evergreen community members have identified pedestrian improvements such as new sidewalks, repaired sidewalks and handicapped ramps throughout the neighborhood as high priority measures.



Sidewalks contribute to a safe pedestrian environment

These improvements will help to create a safe and inviting pedestrian environment, and will subsequently improve pedestrian accessibility for all residents, including students walking to school, parents traveling with small children, and community members confined to wheelchairs.

Several pedestrian improvements are already underway in West Evergreen. As previously mentioned, a new traffic signal and improved crosswalk is being installed at the King Road and Barberry Lane intersection. Additionally, sidewalk repairs and handicapped accessible ramps are being installed throughout the neighborhood. Following are descriptions of physical design concepts for pedestrian improvements at specific locations in West Evergreen.

Aborn Area Improvements

The West Evergreen Neighborhood Improvement Plan includes several improvements in the vicinity of the Aborn Square and Silver Creek Plaza shopping centers, the LeyVa Middle School and the Rouleau Children's Center on Monrovia Drive.

The existing route from the residential neighborhoods north of Aborn Road to the Silver Creek Plaza south of Aborn Road is not sufficiently pedestrian friendly, safe or accessible. The pedestrian improvements in the Aborn area are intended to create broad, safe and pleasant pedestrian corridors, and also develop connections between the residential neighborhoods and LeyVa Middle School and Rouleau Children's Center with the shopping centers to the south and east. The Aborn Road/Irwindale Drive Pedestrian Corridor Improvements (Figure 3) at the end of this section illustrates proposed improvements.

As the diagram indicates, new crosswalks are proposed at the intersections of Aborn Road and Irwindale Drive and Aborn Road and Atwood Drive. The Aborn/Irwindale crosswalk incorporates a pedestrian activated signal, and up-lighting along the crosswalk to alert motorists of pedestrian crossing. Landscape improvements at these intersections with new chokers and planters will help to reduce traffic speeds on Aborn Road, and will enhance the street's overall appearance.

The NAC identified the need for new crosswalks on Monrovia Drive at Bradbury and Atwood, across from LeyVa Middle School and Rouleau Children's Center. Other improvements required on Monrovia include sidewalk repairs and additional red curb areas and ramps for improved handicapped accessibility, particularly since many of the Rouleau Children's Center students use wheelchairs or other means of travel assistance. These improvements will enhance the pedestrian environment for children attending the schools in the area as well as improve safety and access for all residents. As previously mentioned, several of these improvements are already underway or have been completed.



Sidewalks are proposed to create a pedestrian friendly environment



Pedestrian improvements on Aborn Road will enhance access and safety

A related pedestrian improvement is the installation of sidewalks along the entire north side of Aborn Road from the western end of the street at Highway 101 to King Road and along Aborn Square around the Aborn Square Shopping Center, between Monrovia Drive and Aborn Road. Due to the location of the two schools on Monrovia Drive and the large commercial shopping centers, this area attracts heavy pedestrian traffic, yet lacks sidewalks.

Additionally, local businesses are encouraged to provide safer pedestrian access from the public sidewalks through on-site parking areas to the storefront. Currently, there are not clear pedestrian connections between public sidewalks and the many retail establishments in the area.

King Road Pedestrian Improvements

A major improvement concept is focused on the King Road corridor. King Road serves as the area's main transportation thoroughfare for automobile, bus, pedestrian and bicycle traffic. King Road does not have continuous curbs, gutters and sidewalks, and also lacks sufficient landscaping in the median and along the sides of the streets. Traffic travels at high speeds along King Road, resulting in a hazardous and unpleasant experience for pedestrians.

One of the most important improvements for King Road is the provision of continuous sidewalks, particularly in front of the two vacant lots on the street: the KLOK radio station transmission towers site and the vacant lot between Aborn Road and Lexann Avenue across from the Target Shopping Center. Improvements will entail negotiating with the property owners to acquire the right-of-way for curbs, gutters and sidewalks. Residents have also identified the need for landscaping improvements including street trees, enhanced crosswalks, and median enhancements with appropriately designed and situated turnouts and landscaping. These improvements will enhance the pedestrian environment, as well as the overall appearance of the King Road corridor.

While serving as a main thoroughfare for the neighborhood, King Road also acts as a divider without adequate pedestrian crosswalks to facilitate pedestrian circulation. A major design concept for the enhancement of King Road is to improve connections across King Road at Barberry Lane. West Evergreen residents have identified the need for an additional traffic signal at King Road and Barberry Lane; the signal is scheduled to be installed by the end of Summer, 2001. Other pedestrian improvements recommended at this intersection include an enhanced crosswalk, possibly in conjunction with bumped-out sidewalks and special pavers for a safe and comfortable pedestrian environment.



Existing conditions: Discontinuous sidewalks on King Road

TRANSPORTATION IMPROVEMENTS

Several transportation improvements will help to improve the flow of traffic in and around the neighborhood, reduce traffic congestion, improve access for all modes of transportation, and contribute to a safe and accessible environment in West Evergreen.

Highway 101 Corridor Study



Tully Road exit from Highway 101

There is often a large amount of traffic congestion on the Highway 101 interchanges at Tully Road and Capitol Expressway with frequent back-ups on the on- and off-ramps during commute hours. The existing configuration of these interchanges contributes to these traffic problems, which often spill over into the neighborhood. The California Department of Transportation (Caltrans), Valley Transportation Authority (VTA) and the City of San José are currently coordinating a Highway 101 Corridor Study to analyze these interchanges and to develop solutions to these traffic problems. Redesign of these interchanges would help to improve the traffic flow from the freeway into the neighborhood. The addition of a High Occupancy Vehicle (HOV) lane to the 101 Corridor would also improve the traffic flow and reduce traffic congestion during commute hours.

Tully Road/Alvin Avenue Intersection

The traffic congestion at the Highway 101/Tully Road interchange affects the Tully Road/Alvin Avenue intersection. Motorists exiting the freeway often experience back ups and delays. Currently, motorists heading east-bound on Tully exit the off-ramp from Highway 101 south and are forced into a right turn lane onto Alvin Avenue. Since there is no traffic light at the off-ramp, it is difficult for these motorists to change lanes into a through east-bound lane on Tully due to the heavy traffic congestion.

A physical design solution to address the congestion at this intersection is to install a T-intersection and metered traffic signal on Tully Road for cars exiting the Highway 101 off-ramp heading east on Tully Road. Motorists would be able to turn right onto Tully Road, and merge into the proper lane. Additionally, the signal would serve to meter the oncoming traffic on Tully Road, and would reduce congestion at the off-ramp. The City of San José is currently analyzing this situation and developing a solution.

King Road

Community residents have identified a traffic issue on King Road and Flanigan Drive where southbound traffic in the outer lane on King Road is forced into turning right onto Flanigan Drive. Because of heavy traffic on King Road, it is often difficult for motorists to merge into through lanes at this point. West Evergreen residents have therefore suggested improving the transition to the forced right turn to create a safer and more free-flowing traffic pattern on King Road.

Silver Creek Road/Capitol Expressway Intersection

The congestion at the intersection of Silver Creek Road and Capitol Expressway is caused largely by the location of the entrance to the Chevron gas station/car wash at the northwest corner. Motorists trying to turn into the gas station entrance often back up through the intersection, causing traffic congestion. Redesigning or relocating the gas station entrance could reduce the traffic congestion at this intersection, especially if motorists were routed into the gas station via an internal road within the shopping center.

VTA LIGHT RAIL TRANSIT EXTENSION

In addition to improvements to the roadways in the neighborhood, West Evergreen residents support the planning effort for a light rail transit (LRT) extension on Capitol Expressway. VTA is in the planning stages to extend LRT throughout San José and other parts of Santa Clara Valley. As part of the Downtown/East Valley conceptual engineering, the planned extensions along Capitol Expressway will provide a transportation option for West Evergreen traveling to other parts of the City and the Silicon Valley.



Example of Light Rail Transit

A representative from VTA discussed the extension at a NAC meeting in June, 2001, and the community made several recommendations to VTA regarding the extension:

- Extend light rail to Silver Creek Road as part of the first phase of the project.
- Provide at least two pedestrian overpasses; one with a connection to Barberry Lane, and one across the Silver Creek Road and Capitol Expressway intersection and
- Incorporate a pedestrian overpass at one of the light rail transit stations with the regional trails system
- As part of the LRT extension, provide landscaping on both sides of Capitol Expressway with trees and improved lighting

The LRT extension is a large-scale transit project, and will occur in several phases. The LRT will improve access throughout the neighborhood and will be located within walking distance of the Eastridge Mall, the expanded Meadowfair Park and Community Center, and the various commercial shopping centers along Capitol Expressway.

VTA has identified three proposed light rail station locations in West Evergreen. The first is proposed to be located at the Eastridge Mall, the second at the intersection of Capitol Expressway and Silver Creek Road, and the third station will be located between the other two, in the vicinity of Neiman Boulevard. The transit line and stops will likely be located in the median of Capitol Expressway, however, there is also a potential to integrate the station at

Eastridge Mall with a bus transfer station, and create a multi-modal transit center.

Capitol Expressway Pedestrian Overpass

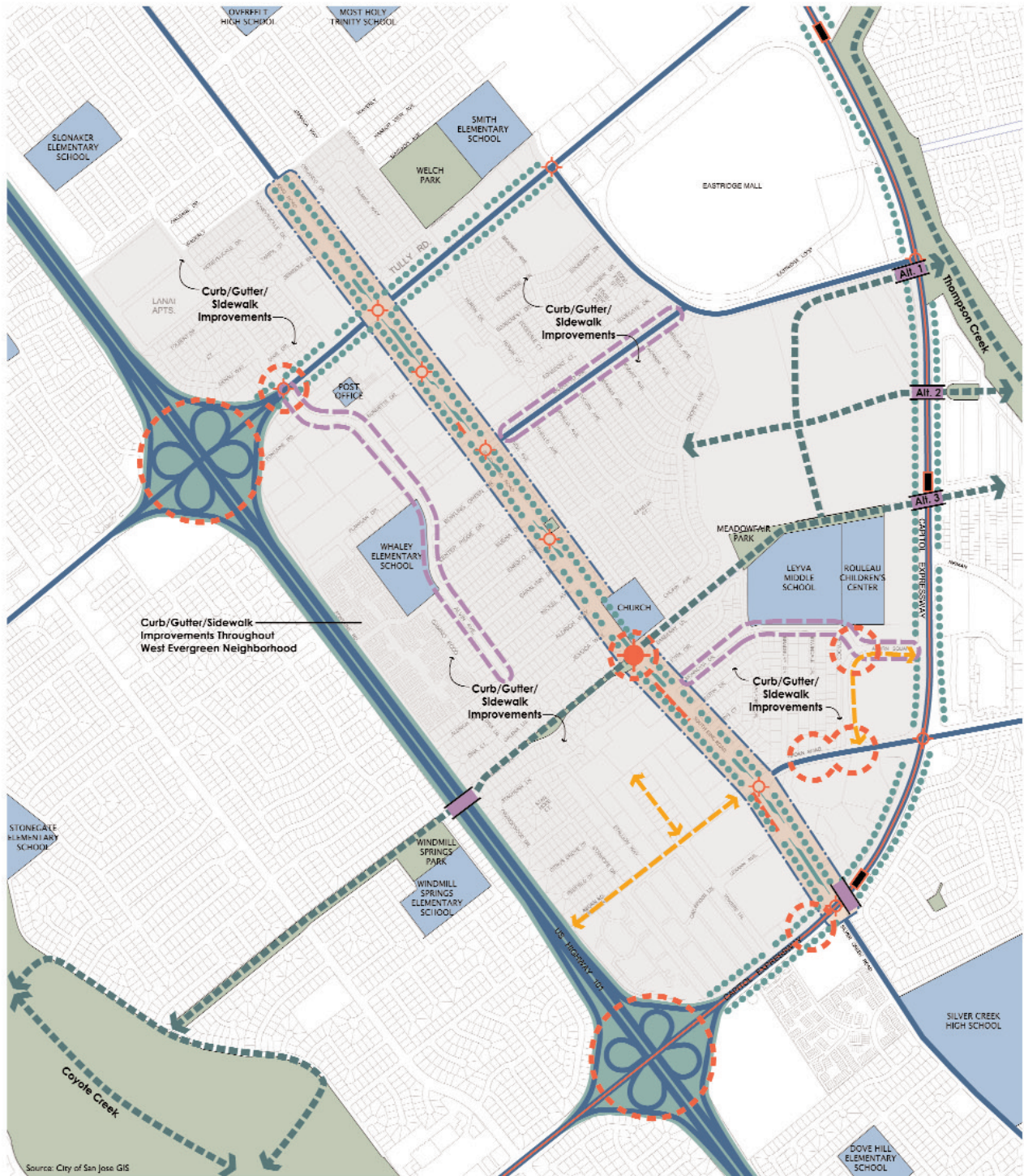
West Evergreen community residents support the efforts of VTA to include a pedestrian overpass across Capitol Expressway integrated with one of the three transit stations that provides a link to the regional trail network. The overpass will provide safe access for pedestrians and bicyclists across Capitol Expressway, and will also help to integrate West Evergreen with neighborhoods, parks, schools, and commercial areas on the east side of Capitol Expressway. Community residents have suggested the overpass be located to provide a connection to the path along Barberry Lane, to Meadowfair Park, and to LeyVa Middle School and the Rouleau Children's Center. An overpass presents an opportunity to integrate the pedestrian and bicycle traffic across Capitol Expressway with a comprehensive trails and creek system encompassing connections to Thompson Creek and Lake Cunningham, Coyote Creek, and parks and schools in the area.

VTA has identified three potential locations for the pedestrian overpass, shown on the Circulation Concept diagram (Figure 2) at the end of this section. All three of the locations are viable alternatives for creating a pedestrian trail connection, and providing safe access across Capitol Expressway. The first alternative is at Quimby Road, south of Eastridge Mall. A benefit of a pedestrian overpass at this location is that it would provide direct pedestrian access to Thompson Creek and Lake Cunningham, on the east side of Capitol Expressway. However, a station at this location would be very close to the Eastridge Mall light rail station, and would also require acquiring additional right-of-way to extend a pedestrian trail through the Arcadia property.

The second potential location for a light rail station integrated with a pedestrian overpass is south of Quimby Road, and north of

Neiman Boulevard. A benefit of locating a light rail station with a pedestrian overpass at this location is that the overpass would link the expanded Meadowfair Park on the west side of Capitol Expressway with existing open space in the form of a private park on the east side of the road. However, there are also several drawbacks to this alternative. A pedestrian overpass at this location would require extending a trail through the Arcadia property. Additionally, this location would require negotiation for access to the private park on the east side of Capitol Expressway. This station is also close to the Eastridge Mall transit station.

The third potential location for a transit station and pedestrian overpass is at the intersection of Capitol Expressway and Neiman Boulevard. There are several benefits to locating the station and the pedestrian overpass at this location. The trail could be extended along the existing power lines. It would be easier and more cost efficient to negotiate with PG&E for the trail easement than to acquire land from private property owners. Additionally, this site is a more central location between the station at Eastridge Mall and the station at Silver Creek Road. This location would be accessible to development east on Neiman Boulevard, as well as to Meadowfair Park, LeyVa Middle School and Rouleau Children's Center, and the future development on the Arcadia property.



LEGEND

Existing

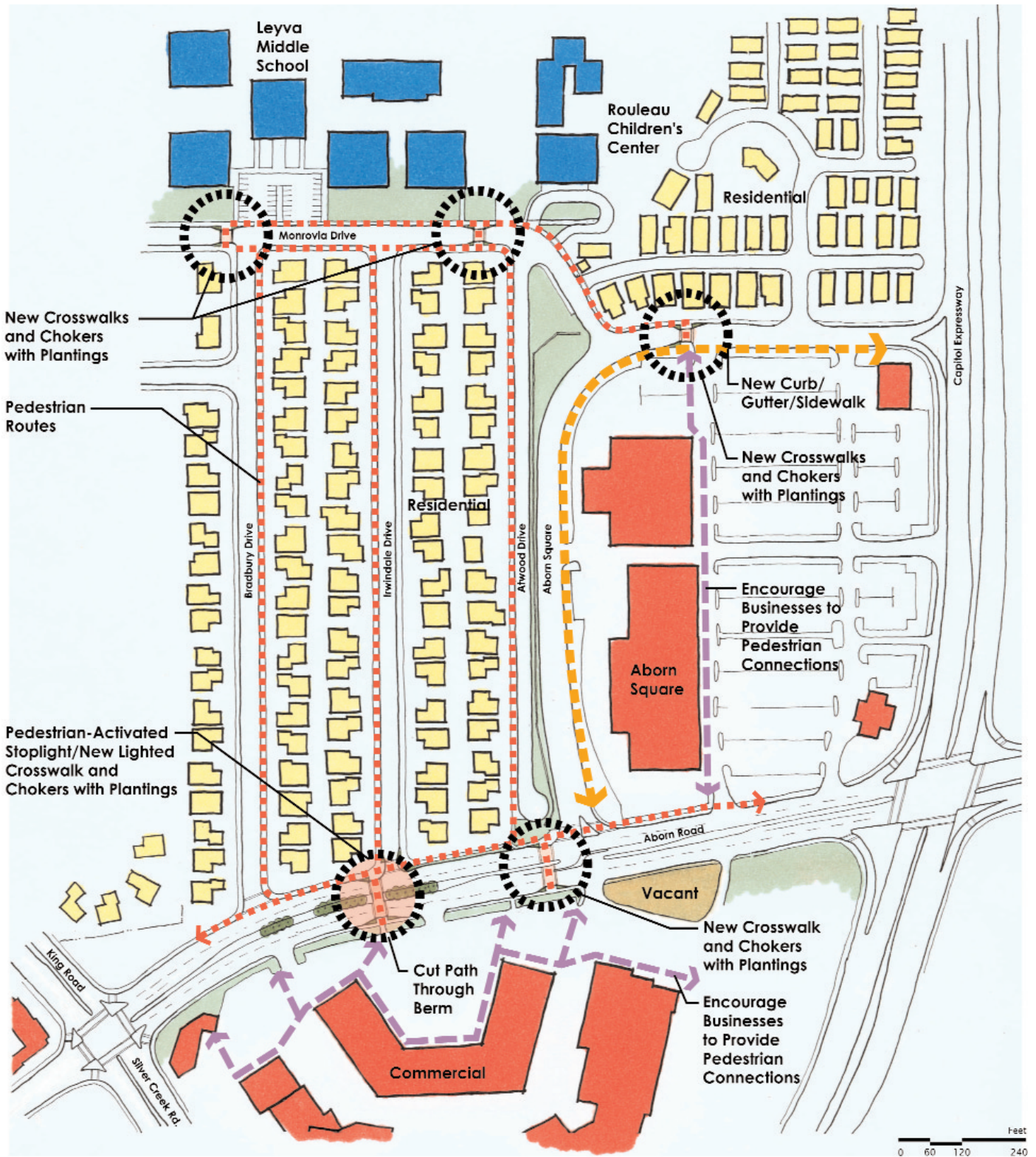
- West Evergreen Strong Neighborhoods Initiative Area
- Park
- Public/Quasi-Public Use
- Major Road
- Traffic Signal

Proposed

- Traffic Signal
- Street Tree Planting
- Landscaped Median
- Highway Landscaping
- Light Rail Line and Station
- Pedestrian Overpass
- Trail
- Sidewalks
- Right-of-Way Acquisition & Improvement
- Intersection Improvements
- Traffic Calming Improvements
- King Road Streetscape Improvements

CIRCULATION CONCEPT

Figure 2



ABORN ROAD/IRWINDALE DRIVE PEDESTRIAN CORRIDOR IMPROVEMENTS

Figure 3

LAND USE CONCEPT

The West Evergreen community is comprised of a mixture of single- and multi-family residential land uses, commercial areas, and community facilities such as parks and schools. The neighborhood is almost entirely built out with very little vacant land and few opportunities for new development. Community members have defined several land use needs in the neighborhood, including additional park space, community facilities, residential development, and a storage area for large vehicles, such as trucks, boats and RVs. Since there is very little vacant land in the neighborhood, the main land use improvements in West Evergreen will generally occur as infill development or redevelopment of existing retail centers.

While there is a need for new land uses in West Evergreen, residents have also identified the issue of revitalizing existing land uses. West Evergreen is home to many neighborhood and regional commercial establishments. While these commercial centers are generally popular, well-established businesses, many of them are in need of revitalization, especially those that appear run-down and neglected. Community members have identified the revitalization of these commercial areas as an essential land use concept.

As part of the Neighborhood Improvement Plan, community residents considered land use opportunities in the neighborhood that can improve the quality of life and expand opportunities for West Evergreen residents. One of the goals of the land use concept is to identify opportunity sites within the area and to illustrate development options for these sites. There are three potential development sites in West Evergreen:

- The KLOK radio station transmission towers site, located on King Road, south of Barberry Lane
- The vacant property across from the Target Shopping Center, on King Road between Aborn Road and LexAnn Avenue
- The Arcadia property adjacent to the existing Meadowfair Park (Quimby Road, opposite Brahms Avenue)

In addition to creating new development opportunities in the com-

munity, West Evergreen residents would like to ensure that the existing development in the community is attractive and well-maintained, in order to demonstrate the community's vitality and pride. Following are detailed descriptions of each of the land use concepts for the West Evergreen neighborhood.

DEVELOPMENT OPPORTUNITY SITES

As previously mentioned, there are three important opportunity sites in West Evergreen for new development. Throughout the planning process, community residents have generated potential development ideas for each of these sites.



KLOK Radio Station Transmission
Towers Site

KLOK Radio Station Site

One of the major land use opportunity sites in West Evergreen is the KLOK radio station transmission towers property, located on the west side of King Road, south of Barberry Lane. The majority of this site is vacant, with radio transmission towers located on the back portion of the site. This 6-acre site is centrally located in the neighborhood, and represents an opportunity for new development in West Evergreen.

West Evergreen residents have discussed several options for developing this site. Neighborhood residents have suggested relocating the transmission towers to pave the way for new development. However, due to federal regulations and the towers transmission radius, it may be difficult to find a new location for the towers. An alternative to total relocation is to develop the vacant front portion of the site, while maintaining the transmission towers. Potential land uses for the KLOK property include a new neighborhood park, a storage site for large vehicles (such as boats, trucks and RVs), or new residential development to help alleviate overcrowding in the neighborhood.

King Road/Aborn Road Site

An additional opportunity site in West Evergreen is a large vacant lot located several blocks south of the KLOK site, on King Road between Aborn Road and LexAnn Avenue, across from the Target Shopping Center. This completely vacant site is approximately 8 acres in size. The potential uses for this site are similar to those for the KLOK site: a new neighborhood park, residential development, community facilities, and a storage area for large vehicles such as boats, trucks, and RVs.

Arcadia Property

It is important to consider the development potential of this site in the context of creating an overall Neighborhood Improvement Plan. The Arcadia property is located adjacent to the existing Meadowfair Park (Quimby Road, opposite Brahms Avenue). An expansion of Meadowfair Park is proposed for approximately 18 acres of the Arcadia site. The neighborhood residents have suggested mixed-use development for the portion of the site east of the proposed Meadowfair Park expansion, which is approximately 18-20 acres.

This property has been difficult to develop in the past, due to traffic capacity requirements, and its location near the Reid-Hillview Airport. There are benefits for the development of the site, such as the proximity to light rail transit, which would mitigate a portion of the traffic requirements. Desired uses and characteristics for this property include a police training facility or drop-in center, high density housing including affordable senior housing, additional park space, and transit oriented services and uses.

The community has identified many benefits to developing the Arcadia property. Currently, there are safety and security issues associated with the site, with loitering, illegal trash dumping, and the risk of grass fires. Developing the property would help to eliminate these issues, and would help to create “eyes on the street” to prevent illegal activity. Additionally, creating a mixed-use develop-

ment in coordination with the expanded Meadowfair Park and community center would create a central, gathering point for neighborhood residents, and would provide many needed services for West Evergreen.

General Plan Amendments would be necessary to accommodate transit oriented mixed-use development on this site. Portions of the Arcadia property are within the Reid-Hillview Airport Outer Safety Zone, which prohibits residential uses, and limits population densities. The proposed mixed-use development on the Arcadia property is completely outside of this safety zone, and thus is not subject to these restrictions. However, the entire Arcadia property falls within the airport referral zone. General Plan Amendments and specific development proposals in this area will be referred to the Santa Clara County Airport Land Use Commission (ALUC) to determine consistency with the ALUC's Master Plan.

COMMERCIAL/RETAIL ENHANCEMENTS

Retail Services

As part of the land use concept, the community considered desirable commercial development that might help improve the services and quality of life for the West Evergreen residents. Therefore, community members encourage the location of a movie theater at the Eastridge Mall, which is directly northeast of the West Evergreen neighborhood on Capitol Expressway. While West Evergreen is home to many restaurants and shopping centers, there is not currently a movie theater in the neighborhood, and a new theater would contribute significantly to entertainment options in the neighborhood.

Commercial Revitalization

This land use improvement concept includes a commercial revitalization strategy to enhance the appearance of commercial shopping centers in West Evergreen. Improving the appearance of commercial shopping centers will provide several benefits for the neighborhood, including increased overall attractiveness and ambiance, a greater sense of neighborhood pride, increased commercial and retail vitality, and improved property values.

There are several viable methods that can be utilized to improve the appearance of commercial areas. Methods of enhancing commercial areas include facade improvements, more appealing signage, convenient pedestrian access to storefronts, and landscaping improvements of commercial and shopping center parking lots, perimeters, building areas, and pedestrian routes. The City and the West Evergreen neighborhood should work together to identify which shopping centers, and their surrounding communities, would benefit the most from commercial revitalization programs. Revitalization strategies should be developed and implemented for the highest priority commercial centers and areas, and the strategies should include funding sources.



Improved signage will enhance the appearance of the neighborhood



Retail centers will benefit from facade improvements

PARKS AND COMMUNITY FACILITIES CONCEPT

Throughout the planning process for the West Evergreen Neighborhood Improvement Plan, a major objective has been to provide additional parks and community facilities, and to enhance existing facilities, including Meadowfair Park and Meadowfair Center. Another issue facing the West Evergreen neighborhood is the lack of open space and parks south of Barberry. The parks and open spaces in West Evergreen are concentrated in the northern portion of the neighborhood, while the southern portion has no parks within walkable distance.



Trails will provide connections to Lake Cunningham

West Evergreen residents have also identified the lack of a connected, linked trail system in the community as an issue. The community and surrounding area are home to creeks and numerous discontinuous trails. West Evergreen residents have defined the need to connect the existing trail infrastructure in order to provide links to open space areas and trails to the east and the west of the neighborhood, from Thompson Creek to Coyote Creek.

West Evergreen residents envision parks and community facilities within the neighborhood that serve all neighborhood residents, and which are convenient and accessible, are connected to schools, parks, and other community facilities within the neighborhood, as well as provide linkages to larger regional trail and creek systems. Providing a complete system of community facilities and public recreational space for West Evergreen residents involves several primary strategies:

- Expand Meadowfair Park
- Build a new community center
- Complete trails and pedestrian connections
- Construct a new Neighborhood Park

Following are detailed descriptions of each of these Parks and Community Facilities Concepts. The Parks, Recreation and Open Space diagram (Figure 4) at the end of this section provides graphic illustrations of these concepts.

MEADOWFAIR PARK AND COMMUNITY CENTER

This concept includes expanding the existing Meadowfair Park facility located north of Barberry Lane and adjacent to LeyVa Middle School. The park expansion, which is already included in the San José General Plan and the Greenprint Plan, should include a new community center. The expansion site is a portion of a much larger property, which is currently owned by the Arcadia Development Company. The Meadowfair Park Expansion diagram (Figure 5) at the end of this section illustrates a concept for the expanded Meadowfair Park and Community Center site.

The community has described its vision for an expanded park and community center on this site, with a variety of recreational programs and community services to serve residents of all ages. The expanded Meadowfair Park should have direct access from Brahms Avenue. The community would like the expanded park site to include additional recreation facilities such as softball fields, a skate park, soccer fields, a pool, barbeque and picnic areas, and expanded play areas for children.



Children enjoy the existing Meadowfair Park facilities

West Evergreen residents have visualized a community center facility with the following amenities: locker rooms, multi-use classrooms and meeting rooms, senior services (including a senior nutrition program), a commercial kitchen, offices, and a computer/media center with Internet access and programming offered by the San José Public Library.

Additionally, since the park is located adjacent to LeyVa Middle School, the community will pursue a joint-use agreement with the School District for the use of the gymnasium. The expanded park facility and the new community center would provide recreational programs and facilities that serve the entire community, ranging from children to senior citizens.

TRAILS AND PEDESTRIAN CONNECTIONS

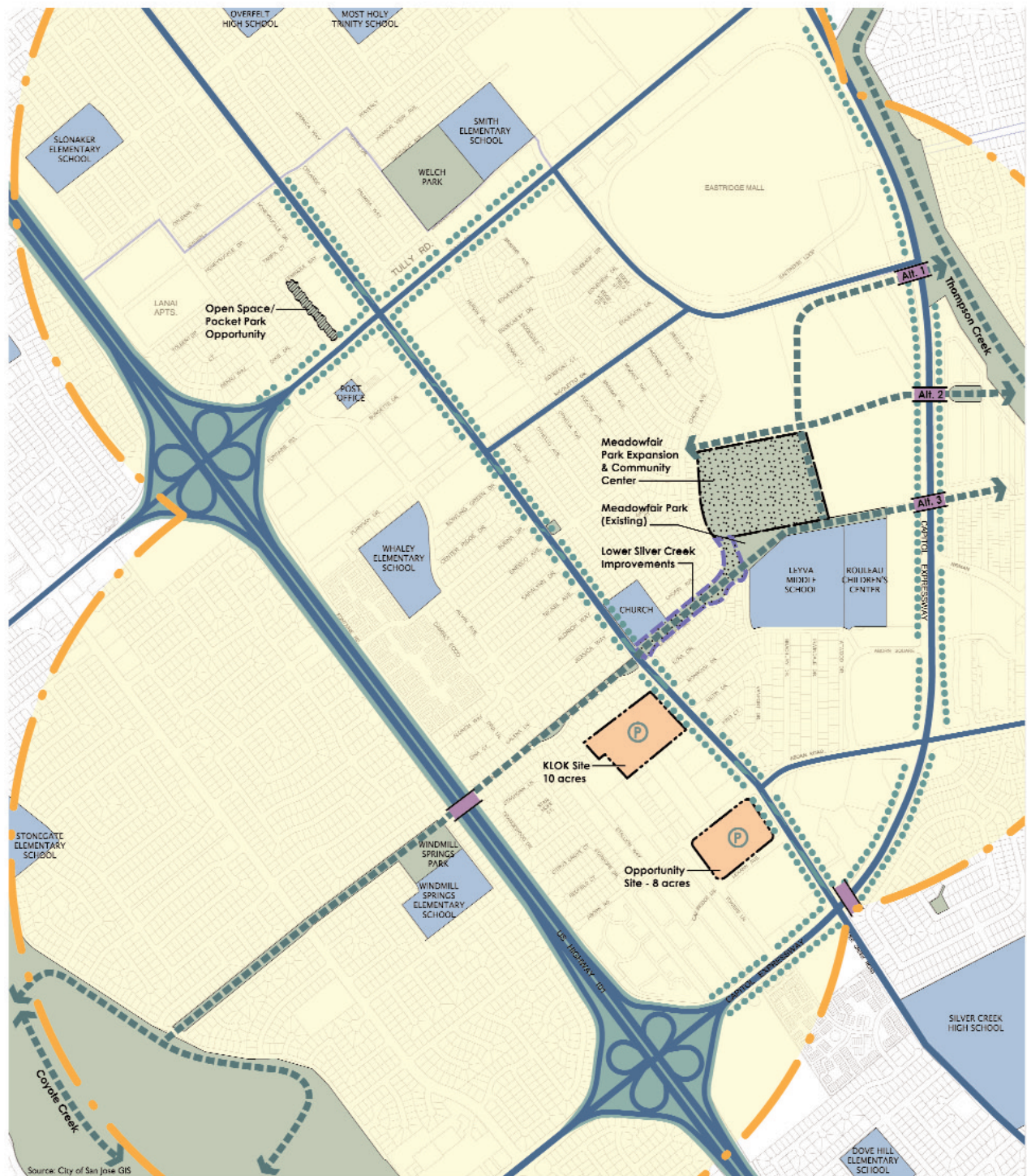
The West Evergreen community plans to expand the trails and creeks system in the neighborhood, and create linkages to creeks and trails outside of the neighborhood. This plan concept involves extending and improving the path along Barberry Lane and Lower Silver Creek, and extending it eastward and westward. In the westward direction, the path extends down Barberry Court, and eventually crosses over Highway 101 to link to Windmill Springs Park on the opposite side of the Highway. This linkage would create a connection to the Coyote Creek, which is located southwesterly of the West Evergreen neighborhood.

The trail will also extend eastward, with a pedestrian overpass across Capitol Expressway, and create a linkage with Thompson Creek and Lake Cunningham, which are located northeast of the West Evergreen neighborhood. The West Evergreen Regional Creeks and Trails diagram (Figure 6) at the end of this section illustrates the extended trails and creeks system.

The trails and pedestrian connections concept is also incorporated as a central element of the Meadowfair Park expansion and new Community Center. The park expansion plan incorporates pedestrian links to other facilities and other parts of the neighborhood. The expanded park and community center will be located adjacent to LeyVa Middle School, and will be easily accessible to neighborhood children and families. Additionally, the plans for the park expansion and community center are integrated with a pedestrian overpass across Capitol Expressway in conjunction with the LRT expansion project. The Meadowfair Park expansion and improvement concept also incorporates the completion of the path along Barberry Lane, which will help improve pedestrian access to the park from other areas of the neighborhood.

NEW NEIGHBORHOOD PARK (3/4 MILE NEIGHBORHOOD PARK RADIUS)

Ideally, residents in West Evergreen will be able to walk to a neighborhood park that is within 3/4 mile of their homes, in accordance with the adopted City of San José neighborhood park radius standard. Currently, the parks and recreation spaces in West Evergreen are all concentrated in the northern portion of the neighborhood, north of Barberry Lane. Consequently, residents who live in the southern portion of the neighborhood are not able to walk to a neighborhood park. As a solution to this issue, residents have expressed a need for a new neighborhood park located southwest of Barberry Lane. There are two possible locations for this park: the KLOK radio station transmission tower site and the vacant site next to the Target Shopping Center. Both of these sites are of a sufficient size to accommodate a neighborhood park. Potential park improvements on the neighborhood park site include children's play area, open space, and picnic tables.



LEGEND

Existing

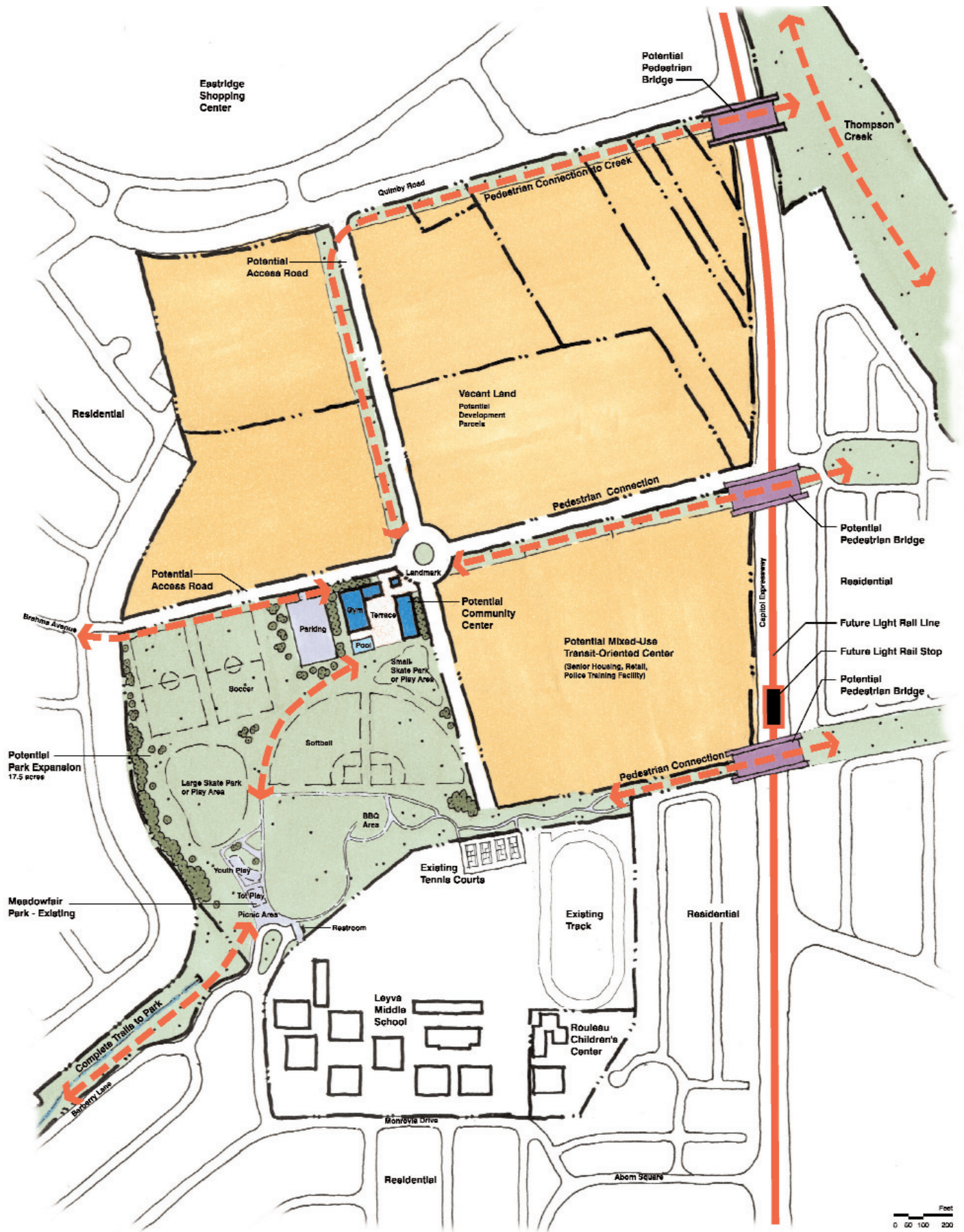
- West Evergreen Strong Neighborhoods Initiative Area
- Park
- Public/Quasi-Public Use
- Major Road

Proposed

- Street Tree Planting
- Landscaped Median
- Highway Landscaping
- Pedestrian Overpass
- Trail
- Open Space/Pocket Park Opportunity
- Neighborhood Park Opportunity
- New Park
- Lower Silver Creek Improvements
- 3/4 Mile Radius Around Park

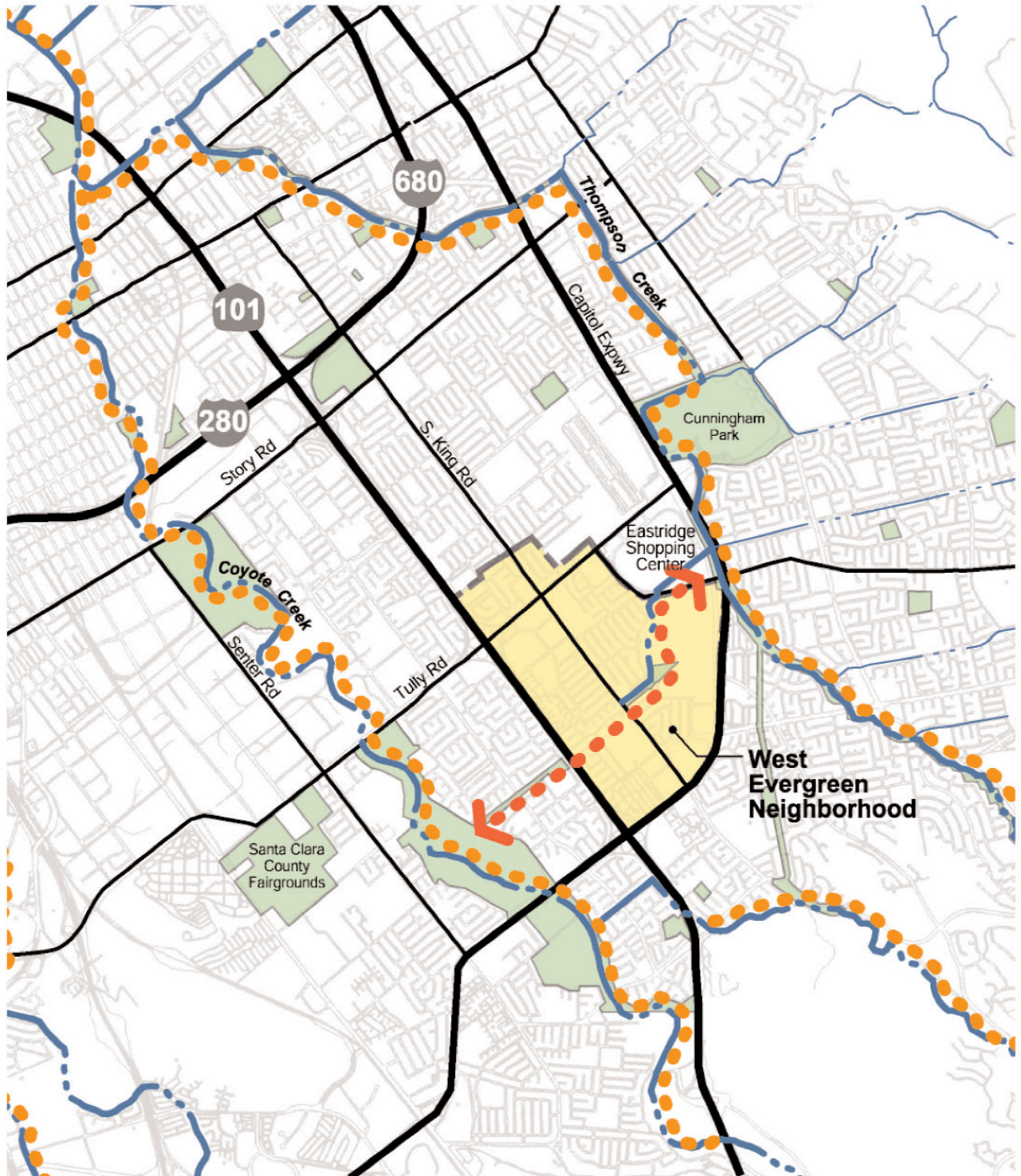
PARKS, RECREATION AND OPEN SPACE CONCEPT

Figure 4



MEADOWFAIR PARK EXPANSION

Figure 5



LEGEND

- West Evergreen Strong Neighborhoods Initiative Area
- Parks/Open Space
- Proposed Trail Connection
- Regional Trails
- Creeks

REGIONAL CREEKS AND TRAILS

Figure 6

NEIGHBORHOOD BEAUTIFICATION CONCEPT

West Evergreen residents feel that the overall appearance of the neighborhood detracts from the "quality of life" and livability of the neighborhood. Residents have identified several specific issues to address in the Neighborhood Beautification Concept. Many areas of the neighborhood are in need of landscaping enhancements, façade improvements, and general maintenance and upkeep. There are currently problems with litter and trash dumping on the streets, which is compounded by inadequate street sweeping due to parked cars that are not moved. Other maintenance concerns in the West Evergreen neighborhood include "run-away" shopping carts from local commercial businesses, unclean public restrooms in the park, and Lower Silver Creek, which is unattractive in its current state.

West Evergreen residents take pride in having a clean, attractive neighborhood. This improvement concept is closely related to other improvement concepts, such as Land Use, Circulation and Transportation, and Parks and Community Facilities. Throughout the process to develop the neighborhood improvement plan, community members suggested several strategies to help improve and maintain the appearance of the neighborhood. The Neighborhood Beautification Concept Plan involves several main strategies:

- Improve Landscaping and Street Environment
- Increase Code Enforcement and Regulations
- Enhance Neighborhood Clean-up Efforts
- Complete Lower Silver Creek Improvements

Many of the Neighborhood Beautification Concepts are programmatic, rather than land use solutions. The programs work in conjunction with physical design solutions to improve the overall appearance of West Evergreen.



LANDSCAPING AND STREET ENVIRONMENT

Improved landscapes and streetscapes are an essential element to creating an attractive and pleasant environment in West Evergreen. West Evergreen residents have identified several methods of improving the appearance of the street environment. Following are brief descriptions of each of the landscape improvement concepts.

Landscaping Improvements



Opportunity for landscaping improvements

Several landscaping improvements are underway, and should be maintained in the future, such as the daffodil planting program sponsored by the area's Neighborhood Association. The neighborhood beautification plan concept also includes planting additional street trees and landscaping, implementing a weeding and watering program, and providing landscape improvements at the Highway 101 interchanges, especially along the on/off ramps in the neighborhood. Neighborhood residents have also identified the need for enhanced landscaping on King Road, including street trees, improved crosswalks, and a landscaped median. These improvements will serve to enhance the appearance of the neighborhood, and also serve as a traffic calming measure.

Light Rail Transit Landscaping

As part of the light rail transit extension along Capitol Expressway, the community residents will be working with the Valley Transportation Authority (VTA) to create a landscaped environment along the light rail line extension. Landscaping for the light rail consists of several elements. The transit stations will contain attractive landscaped elements, to help create safe and attractive environments for transit users. The Capitol Expressway corridor would be well maintained and landscaped along the rail lines, which would be in the median of the road. To improve and maintain the appearance of Capitol Expressway, the West Evergreen community also encourages landscaping along the non-transit edges of Capitol Expressway. Suggested improvements are street trees, plantings, and enhanced lighting elements. This improvement concept is inte-

grated with the VTA Light Rail Transit Extension Concept, discussed previously in the Circulation and Transportation Concept section.

Public Art

Another element in creating an attractive street environment in West Evergreen is incorporating public art into neighborhoods' public spaces, such as parks and other community facilities. The San José Office of Cultural Affairs sponsors a public arts program, which works with communities to install artwork in public locations throughout the city.

ENFORCEMENT AND REGULATIONS

Improving Code Enforcement in West Evergreen is also an important way to improve the appearance of the neighborhood.

Improved enforcement can address many of the visual problems in the neighborhood, such as attending to neglected properties, removing abandoned vehicles and shopping carts and addressing illegal parking on private property. Additionally, improving enforcement includes ensuring that the community has a working knowledge of the regulations, and that there is open and continuous communication between neighborhood residents and property owners and enforcement officials. The Code Enforcement Division has recently hired new staff to help improve code enforcement issues and respond to citizen's concerns in West Evergreen, and in other neighborhoods in San José.

Shopping Cart Ordinance

West Evergreen residents have identified abandoned shopping carts as an appearance problem in the neighborhood. Recently, the City of San José has adopted a new Shopping Cart Ordinance, which provides a solution to this issue, and helps to clean up and beautify the neighborhood. The new Ordinance will give the stores in the area more responsibility in terms of keeping track of the carts and ensuring that people do not take them out of the shopping centers' parking lots without permission.

NEIGHBORHOOD CLEAN-UP

Neighborhood Clean-Up strategies encompass a variety of solutions, ranging from regularly scheduled clean-up days to routine maintenance, to measures to prevent graffiti and vandalism.



Increasing the number of dumpsters will prevent trash overflow



Adequate trash cans ensure proper trash disposal

Dumpster Days

Neighborhood clean-up is an on-going process that will help to improve the overall appearance and cleanliness of West Evergreen. Often, large household items such as furniture and appliances are abandoned in vacant lots or in front yards, and commercial dumpsters are often overflowing with these items and household garbage. Neighborhood clean-up days, or "dumpster days" provide West Evergreen residents with large dumpsters at central locations where they can dispose of their large trash items. However, these events are not scheduled regularly, and as a result, neighborhood residents are often not aware of them. Neighborhood residents have identified the need for additional dumpster days, as well as a regular schedule that is published and distributed well in advance, to allow residents and businesses adequate preparation time to dispose of their large trash items.

Ongoing Maintenance and Programs

Another aspect of neighborhood clean up is to provide additional permanent trash cans at key locations in public areas of the neighborhood, so people can easily dispose of their trash, and not litter. Graffiti clean up is an additional ongoing program that the West Evergreen neighborhood wants to be maintained in the future. Under the auspices of the graffiti clean up program, community residents and organized groups will work with the City to prevent vandalism and remove existing graffiti.

LOWER SILVER CREEK IMPROVEMENTS/NEW PATHWAY

The Lower Silver Creek Improvements incorporate neighborhood beautification with pedestrian and accessibility improvements. West Evergreen residents find Lower Silver Creek an unattractive feature of the neighborhood, and have included improving the water quality and appearance of the creek as one of the Top Priority actions. The creek collects drainage from approximately 320 acres, and as a result has hardly any water in it during the summer months. The creek itself is not improved, and is visually unappealing.

The community has suggested several methods of increasing the water flow. One possibility is to divert reclaimed water from the area into the creek. Recycled water can be utilized during the summer to increase the flow in the creek. Another possibility is to coordinate with the San José Fire Department to flush the hydrants in the area into the creek as part of routine hydrant checks during the summer. The addition of native landscaping and riparian vegetation would improve the appearance of the area, and would also help improve the quality of the water and the environment.

Another option is to investigate integrating the creek improvements with the expansion of Meadowfair Park and the development of the Arcadia property and investigate the potential of opening up the creek in this area (which is currently in an underground pipe), and creating a habitat area.

In addition to the enhancements to the creek itself, this improvement concept incorporates improvements to the pedestrian facilities (crosswalks, etc.) at King Road and Barberry Lane. The community has suggested enhancing accommodations for pedestrians by adding a walkway along the creek, on the north side of Barberry Lane to fill

in the missing links of the trail. The diagrams on the following pages (Figures 7 and 8) illustrate the various options for installing the new walk, including an option to install a new headwall with enhanced paving as a pedestrian improvement.

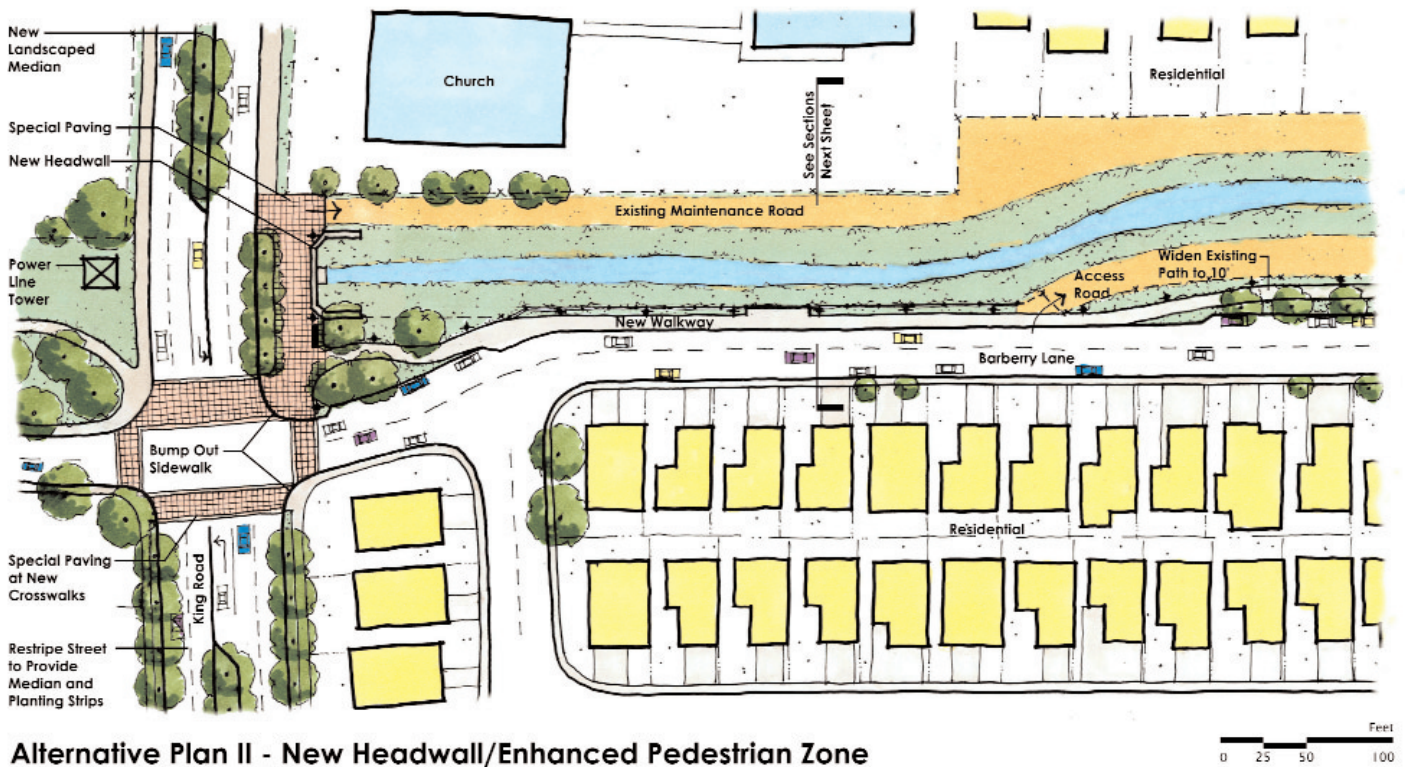
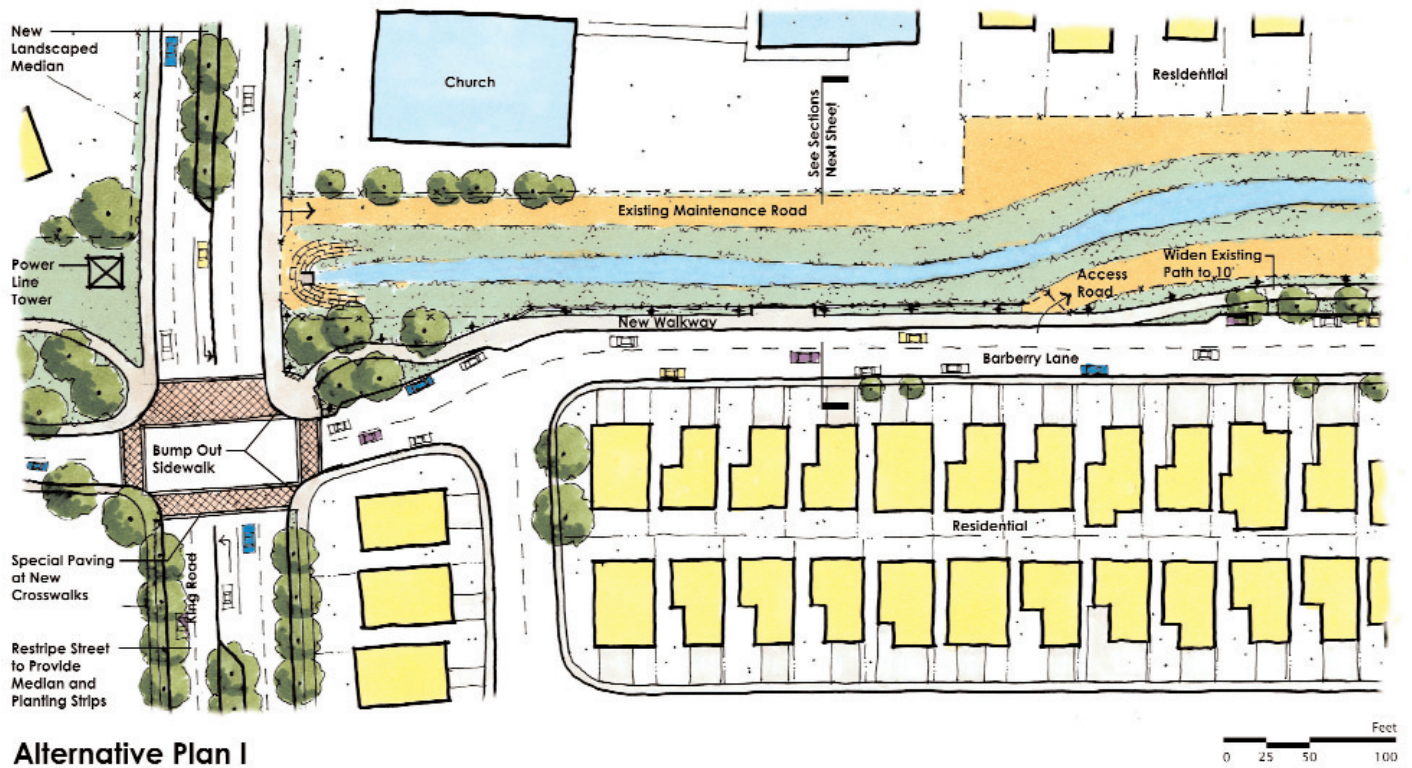
The section diagrams also indicate various methods of providing a walkway along the creek. There are several common elements among the three alternatives: all of the alternatives include native vegetation within the creek area, and a 10' wide new walkway alongside the ditch.

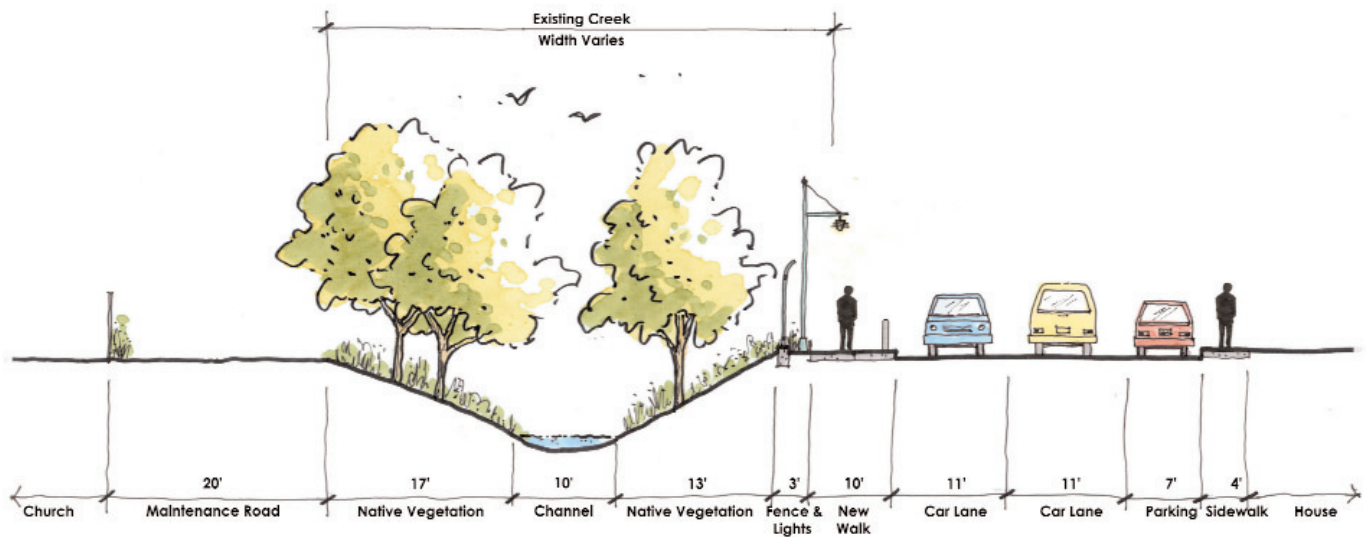


Lower Silver Creek

After evaluating and discussing the merits of each alternative, the community expressed a preference for Alternative 2 (Planting Strip/Minor Retaining Wall). This alternative provides for native vegetation alongside the channel, but the width of the landscaped area is smaller than that in Alternative 1 (11.5'). This alternative includes a minor retaining wall with a fence alongside the new walkway; there is a planting strip with trees and lighting elements on the opposite side of the walkway. Alternative 2 also retains only one lane of parking along Barberry Lane.

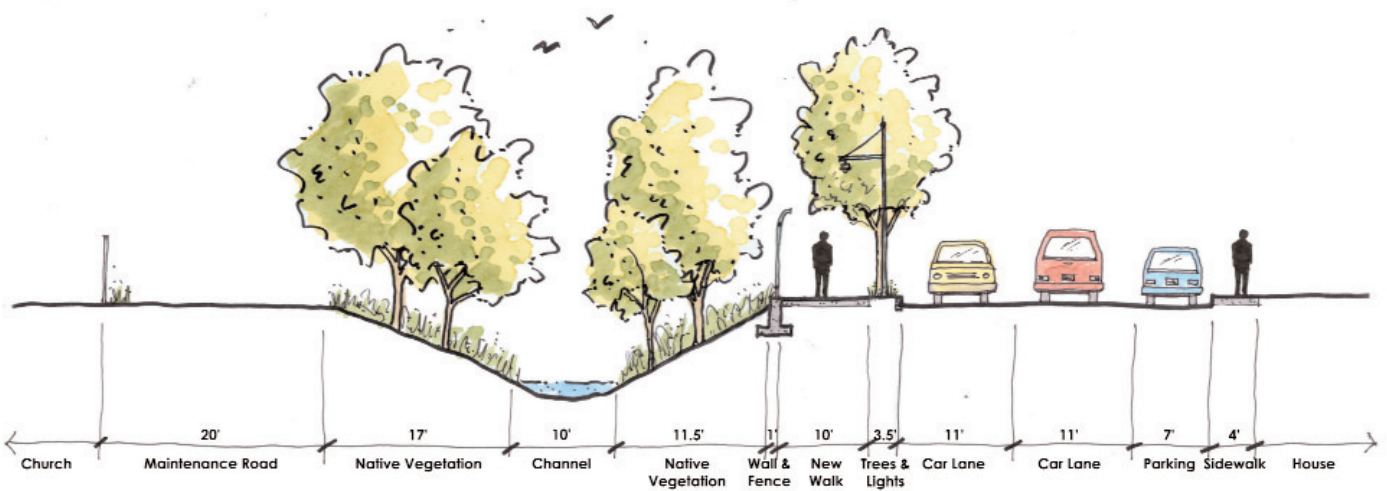
The community has expressed a desire for a simple, elegant design for the Lower Silver Creek improvements, as well as a plan that minimizes the retaining wall, engineering costs, and the environmental impact of the improvements. In order to ensure the feasibility and environmental sensitivity of improvements to Lower Silver Creek, all proposed improvements will be planned in coordination with the Santa Clara Valley Water District, and will be subject to analysis and review by the Water District.





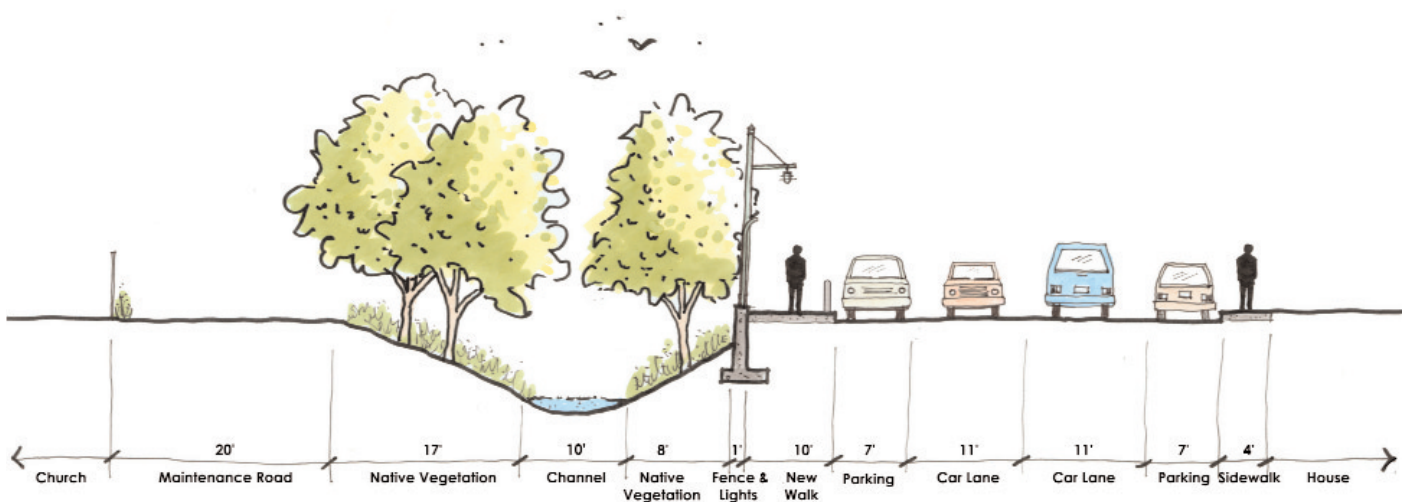
SECTION 1

New Walk Alternative I - No Retaining Wall



SECTION 2

New Walk Alternative II - Planting Strip/Minor Retaining Wall

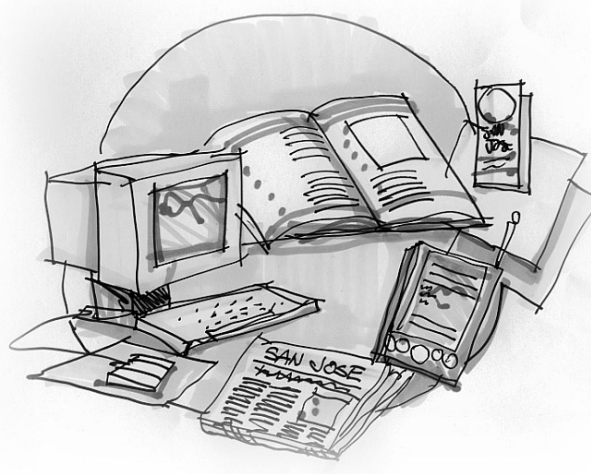


SECTION 3

New Walk Alternative III - Parking Remains/Major Retaining Wall

PROGRAMS AND SERVICES CONCEPT

During the neighborhood improvement planning process, West Evergreen community residents have identified several community programs and services that require improvement in order to serve all of the community residents. West Evergreen is a diverse community, with residents of all ages, including very young children as well as senior citizens. Currently, the community feels that there are not sufficient programs and services offered in West Evergreen to meet the needs of all of the residents. Specifically, residents have identified the need for additional programs for youth (all ages) and seniors, for library facilities and services, and a police substation, training facility, or drop-in police facility located within West Evergreen or in close proximity to the neighborhood. Residents also feel that in many cases, there is ineffective or lack of communication between the City and the West Evergreen residents; as a result, the community is often not aware of the programs available to them.





Young West Evergreen residents participate in the planning process

The Programs and Services Concept is comprised of several distinct components:

- Increase availability and affordability of neighborhood programs
- Improve communication between the City of San José and West Evergreen residents regarding programs and services
- Pursue a police facility in the neighborhood and continue to support crime prevention programs
- Support expanding library services.

The Programs and Services Concept is mainly comprised of programmatic solutions, rather than physical design concepts. However, many of the solutions offered in the Programs and Services Concept are related to physical design solutions, such as constructing a new community center to house expanded community programs. Following are brief descriptions of each of the components of the Programs and Services Concept.

NEIGHBORHOOD PROGRAMS

The concept for improving programs and services includes establishing new programs and services and improving existing programs in areas of special concern to West Evergreen residents. Community members noted lack of information about City programs and services, and a lack of programs for youth and senior citizens in the community.

The neighborhood goal is to improve access to programs and services that reflect the needs of area residents, and to ensure adequate communication and publicity about existing and new programs and services.

Youth Services

Many children live in the West Evergreen neighborhood, and residents have identified the need for expanded services to meet the needs of youth of all ages. Improved, affordable child care would provide a much needed service to parents of young children in the neighborhood. Additional specific youth programs and services suggested by community members include after school programs for all school age children, and weekend and evening social programs for high school aged youth. Youth programs can be housed in several locations in West Evergreen, including the Meadowfair Center, O.B. Whaley Elementary School, LeyVa Middle School, local churches, and the proposed community center at Meadowfair Park.



West Evergreen residents need safe places for children to play

Senior Services

Residents have identified a need for additional programs for seniors as many of them currently have to travel to areas outside of West Evergreen for City programs and services. Specific senior programs mentioned include health services, a senior nutrition program, daily social programs and activities, exercise classes, and adult day care. Many of the expanded senior programs and services could be located at the proposed community center at Meadowfair Park.

COMMUNICATION

The challenge in many instances, however, is not a lack of services, but the effectiveness of communication. Many residents do not know about the range of programs and services available to the community. Improved outreach and communication between the community and service providers is essential.



West Evergreen Strong
Neighborhoods Initiative Information
Board

Neighborhood residents have identified several methods of improving communication about city programs. At regularly scheduled neighborhood association meetings, City staff could present details about programs and services to residents. Since not all West Evergreen residents are available to attend neighborhood association meetings, selected neighborhood residents may also act as representatives, or liaisons, to the greater West Evergreen community.

These community liaisons can work with City staff to disseminate information about programs and services.

In order to improve communication, it is necessary to widely distribute information about city services and programs. The City of San José produces the Neighborhood Trouble Shooter Guide, which is a comprehensive guide to city services. The Trouble Shooter Guide includes an alphabetical listing of city services by category (such as Businesses, Environmental Concerns, and Housing Issues) and is published in English and Spanish. In addition to the Trouble Shooter Guide, it is also important to publicize the City's informational websites and general information phone number (408-277-4000). Another way to improve communication about programs and services is to distribute an information packet to new residents, which includes information about codes and regulations, City programs and services, and a host of services offered by other public agencies and non-profits.

POLICE FACILITY AND CRIME PREVENTION PROGRAMS

West Evergreen community members would also like to have a police training facility and/or substation located in the neighborhood. It is anticipated that this would help increase the presence of police and general law enforcement in the neighborhood, with potential benefits for safety and prevention of criminal activity. Community residents have suggested that a portion of the Arcadia property located adjacent to Meadowfair could be developed as a police training facility or substation.

An alternative to a police training/substation facility in the West Evergreen community is a "drop-in" facility located in the neighborhood. This facility would not be permanently staffed by the police department, but could be used as an office by police beat officers on an as-needed basis. A drop-in police facility would also provide neighborhood residents with better access to police officers and increased public safety.

In conjunction with an increased police presence in the neighborhood, gang abatement and crime prevention programs will also help to create a safe atmosphere in West Evergreen. There are several gang abatement resources existing in West Evergreen, such as the Gang Hotline, Project Pride, The Right Connection, Clean Slate, and the Mayor's Gang Prevention Task Force. Neighborhood residents can work with the San José police department to ensure the continued presence and success of these programs. In addition to gang abatement programs, there are crime prevention programs which work to avert personal and property crime. Continued participation and support of these programs is essential to creating and maintaining a safe and pleasant neighborhood atmosphere.



San José police officers discuss police facilities and presence in West Evergreen



LIBRARY FACILITIES AND SERVICES

Currently, West Evergreen residents have to travel to other neighborhoods to access libraries, which are often not able to provide adequate services due to their increased levels of patronage. In addition to a local library, West Evergreen residents have also expressed the need for expanded bookmobile hours and services at the Meadowfair Center on King Road and story hours for young children.

In an effort to meet the demands of a huge population growth, and of recent technological and social changes on the library services needs of the community, the San José Public Library adopted the Branch Facilities Master Plan in September, 2000. This Master Plan recommended the improvement of all existing branch facilities, in addition to the construction of six new branch libraries over the next ten years. To fund these improvements, City voters approved a new library bond, Measure O.

One of the new facilities, the Central Branch Library, will serve the West Evergreen neighborhood. While it is not within the West Evergreen Strong Neighborhoods Initiative area, it is located within a convenient distance of the neighborhood, at Tully Road and Kenoga Drive. This site was selected because the City owns the land, and it is within the West Evergreen library service area. Currently, the City is participating in the design and development phases for the new library, and construction could begin as early as 2001. The Master Plan also recommends the reconstruction and expansion of the existing Evergreen Branch and the relocation of the Hillview Branch. Both libraries are within the West Evergreen service area.



Strategic Action Plan

Strategic Action Plan

Over the course of the planning process, community members identified many actions and policies that would, if implemented, bring positive changes to the neighborhood. This chapter presents the Strategic Action Plan, an overall approach to achieving the community's shared vision for the future. A "strategy" is defined as a set of policies, actions and investments that together achieve a broader goal. This section of the Plan describes these policies, actions and investments as they relate to the goals established by the West Evergreen community.

Many of the improvements suggested do not currently have funding available. This Plan serves as West Evergreen residents' long range action plan of improvements for enhancing the neighborhood. Where funding is immediately available for improvements, City staff, community members and other potential partners can move expediently toward implementation. Where funding is not available, the Plan provides direction for where City staff and community organizations might focus their efforts in seeking funding for improvements that are a high priority for the community.

There are several funding sources that may be utilized to implement the Strategic Action Plan. First, a minimum amount of dollars, \$100 million, will be available to share among all 22 of the Strong Neighborhoods Initiative areas. Additionally, Community Development Block Grants (CDBG) and the City's Capital Improvement Program (CIP) are traditional means of obtaining funding for neighborhood improvements. Other funding sources include grants (such as transportation grants), corporate donations, community organizations, private investment, and other partnerships with federal, state and local agencies.



Action strategy voting exercise at Community Workshop #2

The chapter is organized into three sections: "Top Ten" Priority Actions, Action Matrix, and Implementation.

1. "Top Ten" Priority Actions

The "Top Ten" Priority Actions is a list of 10-15 specific actions that have been prioritized for implementation due to their importance to the community, and their high potential for bringing positive change in the neighborhood. Each top priority action is described in detail, providing the necessary information to begin implementation. The top priority actions also meet one or more of the criteria listed on page 68, which indicate the project's likely success.

The "Top Ten" Priority Actions are an essential element of the successful implementation of the neighborhood improvement plan. This list represents a short list of priority actions that the neighborhood is committed to implementing. The "Top Ten" Priority Actions form the focus for both the neighborhood and the City staff in terms of working towards achieving the goals of the Plan. They essentially constitute an agreement between West Evergreen residents and the City on which actions to focus staff time, capital, and other material resources.



Community members evaluate action strategies

2. Action Matrix

The Action Matrix lists all of the actions proposed by the West Evergreen community. The list includes large and small tasks alike, from building new community facilities to providing green waste bins for yard clippings. The matrix also lists the priority level (high, medium or low), implementation timeframe (immediate: 0-18 months, short: 0-3 years, medium: 4-6 years or long: 7+ years, and ongoing), responsible parties (including leading City department and additional partners), key City Service Area and potential funding sources for each action. The timeframes reflect community hopes for completing projects but the availability, or lack thereof, of necessary resources may delay or prevent individual project imple-

mentation. Most funding sources identified are potential sources, and in individual cases may not materialize.

The community identified a total of six overall goals and approaches for neighborhood improvement (see the Goals Section of this plan). Each of the top priority actions is aligned with one or more of these major goals:

- Create a Safe Street Environment
- Provide Quality Parks and Trails Connections
- Improve Community Facilities and Programs
- Beautify the Neighborhood
- Enhance Retail Services
- Encourage Ongoing Communication

3. Implementation

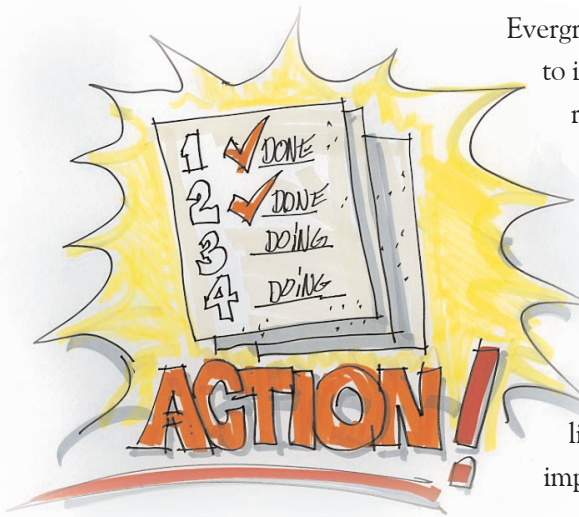
The implementation section details how the actions will be accomplished, and how the goals of the West Evergreen Neighborhood Improvement Plan will be realized. A key step in the implementation process is the establishment of an ongoing implementation committee. The West Evergreen community will create an Implementation Committee, which will be in charge of overseeing implementation actions and coordinating with the responsible parties and agencies. Every several years, the Neighborhood Improvement Plan will be evaluated and updated, based on the changing needs and conditions of the community.

“Top Ten” Priority Actions

This section details each of the "top ten" priority actions identified by the community. They were selected from the full Action Matrix, which contains over 100 specific actions for improving the West Evergreen neighborhood. Resource constraints make it impossible to implement all of the actions at once. Rather, existing resources must be focused on the actions that matter most - the projects that will make the most tangible difference to residents and local businesses given existing resources.

Priority actions were chosen by the community members at workshops and refined by Neighborhood Advisory Committee (NAC) members based on one or more of the following criteria, which give an indication of the project's likelihood for successful implementation and neighborhood improvement:

- **Project Cost:** The project will provide a return on investment; the benefit is well worth the cost.
- **Funding Availability:** Funding is currently available to implement the project.
- **Time Frame:** Progress can be made within a reasonable time frame.
- **Ease of Implementation:** The project is a "quick win"; a short term project that will keep the process moving forward and gain momentum for neighborhood improvement.
- **Catalytic Effect:** The project has potential to have broad ranging positive impacts on the overall quality of the neighborhood. Investment in this project will help initiate or encourage other improvements.
- **Visibility:** The project will create a visible improvement to the area and send a positive message to the community.
- **Community Support:** There is a strong community consensus around the project.
- **Viability:** The project will survive and flourish into the future. Projects should be based firmly on economic realities, taking into account market conditions and competition from neighboring communities and the region.



The community members, through community workshops and Neighborhood Advisory Committee meetings provided input on a selection of these priority actions. The list below is not ordered to suggest that one action is more important than another or that one must be completed before another. Action steps should be taken immediately to move forward on as many of the priority actions as possible. Some require only a short time frame to complete, while others will take much longer.

1. Work with the owners of the Arcadia property to acquire approximately 18 acres of vacant land adjacent to the park that is necessary for the Meadowfair Park expansion (pg. 71).
2. Build a new community center in conjunction with the Meadowfair Park expansion (pg. 73).
3. Build new sports facilities including outdoor fields for activities such as soccer and a skate park area in conjunction with the Meadowfair Park expansion (pg. 75).
4. Increase the number of regularly scheduled neighborhood "dumpster days" and increase the number of dumpsters at each event (pg. 77).
5. Widen and complete the existing path from LeyVa Middle School along Barberry Lane to King Road (pg. 80).
6. Improve the intersection at King Road and Barberry Lane with enhanced (bumped-out) sidewalks and decorative crosswalks (pg. 82).
7. Pursue options to improve the appearance of Lower Silver Creek through increased water flow and improved water quality (pg. 84).
8. Initiate a traffic calming study or studies focused on the following locations: Alvin Avenue; Ophelia Avenue, Othello Avenue, Chopin Avenue, Enesco Avenue and Rigoletto Drive; Lanai Avenue, Seacliff/Seminole Way, and Waverly Avenue; and the intersection of Silver Creek Road and Capitol Expressway (pg. 87).
9. Complete pedestrian improvements on Aborn Road, including new crosswalks at Irwindale Drive and Atwood Drive

with chokers and plantings as traffic calming features (pg. 91).

10. Increase communication between the City and the community through existing and new organizations, workshops, newsletters and informational packets for tenants (pg. 93).
11. Negotiate with the property owners for dedication of the right-of-way in front of the KLOK radio station transmission towers site on King Road between Aborn Road and Barberry Lane, and work with the property owners to participate in funding right-of-way improvements. Acquire or purchase the necessary right-of-way (pg. 95).
12. Complete the right-of-way improvements in front of the KLOK radio station transmission towers site, including installing additional travel lanes, sidewalks and park strips (pg. 97).
13. Encourage the development of vacant and underutilized sites in the neighborhood including the KLOK radio station transmission towers site and the vacant site at the northwest corner of King Road and Lexann Avenue (pg. 99).
14. Construct a new 5-6 acre neighborhood park in the southern portion of the neighborhood, potentially at the northwest corner of King Road and Lexann Avenue or at the KLOK radio station site on King Road (pg. 102).
15. Support the completion of a pedestrian overpass across Capitol Expressway as part of the light rail transit (LRT) expansion (pg. 105).

These "top ten" priority actions are described in more detail on the following pages.

1

Work with the owners of the Arcadia property to acquire approximately 18 acres of vacant land adjacent to the park that is necessary for the Meadowfair Park expansion.

ISSUE

The Arcadia property is located to the north and east of the existing Meadowfair Park. A portion of the existing vacant site represents an ideal expansion area for Meadowfair Park. The proposed Meadowfair Park expansion (described in detail in the Improvement Plan Concepts section) requires approximately 17-18 acres to accommodate the proposed park improvements. The property is currently privately owned by the Arcadia Development Company. This action involves the negotiation with the existing property owners to acquire property for the Meadowfair Park expansion. Currently, there are several safety and security problems associated with the vacant Arcadia property, including loitering, trash dumping, drug dealing, and the potential for grass fires.

DISCUSSION

Development of the Arcadia property is a very high priority item for the West Evergreen community. Based on input received at public workshops and NAC meetings, the community is in agreement to actively pursue site development. The City's San José 2020 General Plan and the Greenprint Plan designates the vacant Arcadia property as Public/Quasi-Public use, making it a logical location for potential park expansion. The Arcadia property is one of the few vacant parcels in West Evergreen, and presents an excellent opportunity to build on and expand the existing Meadowfair Park facility.

The first step in accomplishing the Meadowfair Park expansion is to initiate discussions with the Arcadia property owners and secure the necessary funds for the site acquisition.



Existing Meadowfair Park facilities

ACTION STEPS

- Initiate discussions with Arcadia property owners for park acquisition.
- Negotiate site acquisition.
- Secure funding for acquisition and development.
- Acquire property for Meadowfair Park expansion.
- Plan park improvements through the Parks Master Planning Process.

BENEFITS

An expanded Meadowfair Park will provide additional public open space in West Evergreen, and will also endow the community with facilities and gathering places for numerous recreational and educational programs for all neighborhood residents, including youth and seniors. Additionally, development on this portion of the Arcadia property will help to incrementally reduce security and safety problems, and will create a focal point and gathering place for neighborhood residents.

COST

Estimated Land Acquisition Cost: \$24,000,000 (Year 2001 \$)

TIMING

Short-term project

RESPONSIBILITY AND PARTNERS

(LEAD RESPONSIBILITY IS IN BOLD)

Department of Parks, Recreation and Neighborhood Services

Department of Planning, Building and Code Enforcement
(Planning Division)

Department of Public Works
(Real Estate and Architectural Services Division)

Redevelopment Agency

West Evergreen Implementation NAC

2

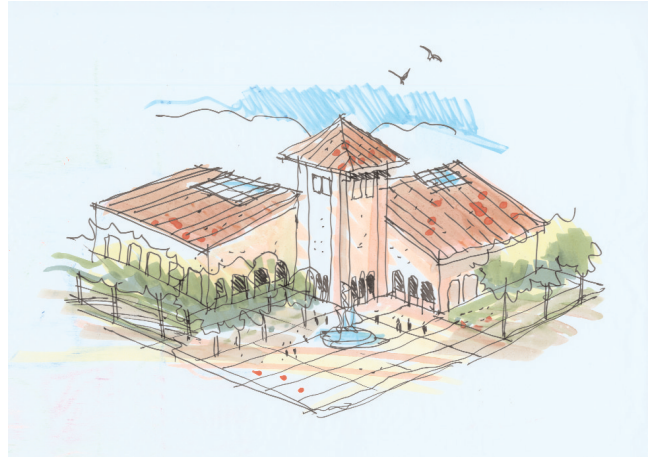
Build a new community center in conjunction with the Meadowfair Park expansion.

ISSUE

The community has expressed a need for expanded community and recreational facilities in the West Evergreen neighborhood to serve residents of all ages. The neighborhood does not have a community center with recreational facilities in the immediate vicinity. The nearest community center is the Evergreen Community Center, which is located on the east side of Capitol Expressway. Since Evergreen Community Center is on the opposite side of Capitol Expressway from the West Evergreen neighborhood, residents do not have convenient access to this center, particularly not pedestrian access.

DISCUSSION

The West Evergreen community is in need of facilities more convenient to the neighborhood. During the planning process, the community visualized a facility that might include recreational facilities, multi-use classrooms and meeting spaces, senior services, a computer/media center with Internet connections and programming offered by the San José Public Library, office spaces, and a large commercial kitchen. The proposed community center would offer programs and services to residents of all ages, including children and seniors.



Artist's rendering: Community center design

ACTION STEPS

- Secure funding for community center construction and community programs.
- Develop a concept design for the center, utilizing a community involvement process.
- Submit community center plans through the Parks Master Plan and environmental review processes.

- Finalize construction plans.
- Establish a bid process for construction of community center.
- Construct new community center in West Evergreen neighborhood.

BENEFITS

The proposed Community Center would provide the West Evergreen neighborhood with community and recreational facilities and gathering places for numerous recreational and educational programs for all neighborhood residents. Programs for youth and senior citizens will be convenient and accessible to the community. The community center, in conjunction with the Meadowfair Park expansion will create a gathering point for neighborhood organizations, and will be a central location for neighborhood events and meetings. Additionally, the Community Center will increase activity in this part of the neighborhood, and could house a police training or drop in facility, which could help to increase safety and security in the neighborhood.

COST

Estimated Community Center Development Costs:
\$5,000,000-\$8,000,000 (Year 2001 \$)

TIMING

Long-term project

RESPONSIBILITY AND PARTNERS

Department of Parks, Recreation and Neighborhood Services

Department of Planning, Building and Code Enforcement
(Plan Implementation Division)

Department of Public Works
(Architectural Services Division)

Redevelopment Agency

West Evergreen Implementation NAC

3

Build new sports facilities including outdoor fields for activities such as soccer and a skate park area in conjunction with the Meadowfair Park expansion.

ISSUE

Currently, there is a lack of athletic facilities for West Evergreen residents, particularly for the children in the neighborhood. The existing athletic facilities in West Evergreen include a small basketball court at the Meadowfair Center on King Road, a small sports field at the existing Meadowfair Park, joint use of the tennis courts at LeyVa Middle School, and the sports fields at LeyVa Middle School and O.B. Whaley Elementary School. The facilities at the schools are not accessible to the entire community, and are often not available after school hours or on weekends. West Evergreen residents desire safe places for their children to play and participate in organized activities within safe and convenient walking distances of their residences.

**DISCUSSION**

The proposed sports facilities at Meadowfair Park are planned as an expansion of Meadowfair Park (detailed in the Plan Concepts section). The improvements will build on the existing facilities, such as the tennis courts and the track behind LeyVa Middle School. Potential improvements include softball and baseball diamonds, soccer fields, a skate park, and an expanded children's play area.

ACTION STEPS

- Using a community participation process, decide which sports facilities to include in the park; identify appropriate phasing.
- Secure funding for the sports facilities.



Soccer fields are a desired sports facility in West Evergreen

- Develop a concept design for the sports complex at Meadowfair Park, utilizing a community involvement process.
- Complete sports complex environmental review processes.
- Initiate and approve a Parks Master Plan.
- Finalize construction plans, phased if required.
- Establish bid processes for construction of the sports complex.
- Construct the sports complex at Meadowfair Park.

BENEFITS

The proposed sports complex will help create a complete community park in the West Evergreen neighborhood. The facilities will provide athletic and recreational services for all neighborhood residents. The sports complex and park expansion will help maintain community pride, and will also allow West Evergreen residents to participate in activities such as little league and adult soccer leagues within their own neighborhood.

COST

\$4,000,000-\$6,000,000 for design, development and construction of sports facilities (Year 2001 \$)

TIMING

Long-term project

RESPONSIBILITY AND PARTNERS

Department of Parks, Recreation and Neighborhood Services

Department of Planning, Building and Code Enforcement
(Plan Implementation Division)

Department of Public Works
(Architectural Services Division)

Redevelopment Agency

West Evergreen Implementation NAC

4

Increase the number of regularly scheduled neighborhood "dumpster days" and increase the number of dumpsters at each event.

ISSUE

Lack of adequate trash collection and illegal dumping are major challenges that the West Evergreen community faces. Large household items such as beds and sofas are often abandoned in vacant lots, collector streets such as Fontaine Road and Aborn Road, or on front yards. Additionally, people often use commercial dumpsters at shopping centers to discard their large household items and trash; this practice causes overflow of shopping center dumpsters in the neighborhood. These problems decrease the aesthetic quality and livability of the neighborhood and attract further dumping of trash, vandalism and crime.

There is a need for additional coordinated neighborhood clean-up days. Residents can use these days to get rid of trash and large unwanted household items, and to support neighborhood beautification.



DISCUSSION

Currently, trash collection service in the neighborhood is inadequate to meet the needs of residents and property owners. Neighborhood clean-up days are not scheduled regularly and occur randomly. It is difficult for resident to anticipate and adequately prepare to use the provided dumpsters. Regularly scheduled clean-up days would not only be more convenient for residents, but would reduce the disposal of abandoned trash on front yards, vacant lots and in commercial dumpsters.

The Mayor's Budget Message for 2001-2002 also mentions the

importance of neighborhood appearance, and cites scheduling of additional clean-up days in neighborhoods throughout the City. The Mayor's Budget increases the number of dumpster days citywide, but does not comprehensively provide for all of the additional dumpster days needed in West Evergreen. Funding for this priority action can be achieved partly through existing City programs and corporate sponsors, as well as through neighborhood grant programs.

ACTION STEPS

Initiate and schedule regular neighborhood clean-up days. Schedule quarterly or every four months.

- Pursue grant funding opportunities to supplement existing City programs.
- Advertise the dumpster clean-up days to West Evergreen residents and property owners well in advance.
- Work with neighborhood organizations and local school districts to communicate new schedules in newsletters and school hand-outs.
- Work with property owners and apartment managers to promptly replace dumpsters in building trash enclosures after garbage pick-up.

BENEFITS

An improved trash collection system is a cost-effective strategy to increase neighborhood beautification, livability, foster a sense of pride in the community, reduce crime and vandalism, and increase property values of neighborhood residences. Furthermore, by encouraging residents, property and business owners, and City Staff to work together, the process provides a great opportunity to build partnerships and ultimately a stronger West Evergreen community.

COST

Estimated Cost for 12-16 dumpsters: \$500-\$600 per dumpster, per day (Additional costs for advertisement and staff) (Year 2001 \$)

City Council Districts have a limited amount of funds available for additional dumpster clean-up days throughout the year. While

existing funds will not cover all the additional clean-up days, neighborhood associations can organize and sponsor their own dumpster days.

TIMING

Immediate, Ongoing Project

RESPONSIBILITY AND PARTNERS

Department of Planning, Building and Code Enforcement
(Code Enforcement Division)

Department of Environmental Services

Department of Parks, Recreation and Neighborhood Services

City Council Offices

Neighborhood Associations

Apartment managers/property owners

West Evergreen Implementation NAC

5

Widen and complete the existing path from LeyVa Middle School along Barberry Lane to King Road.

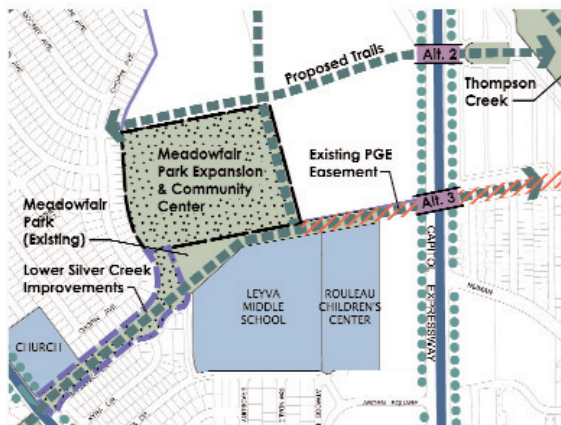
ISSUE

Throughout the neighborhood planning process, residents have expressed the need to create a comprehensive trails system by providing pedestrian connections throughout West Evergreen and

completing the trail along Lower Silver Creek.

One of the most important segments of this trail system is the existing, but incomplete, path from LeyVa Middle School along Barberry Lane to King Road. This is a widely traveled path, used particularly by children traveling to and from the schools on Monrovia Drive and to Meadowfair Park.

Approximately 1/2 of the route between LeyVa Middle School along Barberry Lane to King Road is unimproved.



Concept diagram: Barberry Lane path extension

DISCUSSION

Improvements to the trail along Lower Silver Creek would help create a continuous trail system to connect West Evergreen internally, and also to creeks and trails outside of the neighborhood. In addition to completing and connecting discontinuous segments of the path, the existing path would also be widened from approximately 5' to 10'. (See the Improvement Plan Concepts Section for a more detailed description and sketches of the improvements).

ACTION STEPS

- Negotiate an agreement/easement with the Santa Clara Valley Water District for public use of Lower Silver Creek and its edges.
- Negotiate with PG & E for the easement for the path along Barberry Lane to Capitol Expressway.
- Complete design and construction plans with full public participation.

- Initiate project bidding.
- Construct pedestrian improvements.

BENEFITS

Improving and extending the existing path from LeyVa Middle School to King Road will create internal pedestrian connections in West Evergreen. Improvements to this path also represent steps toward creating a trails system that connects to parks and creeks from Thompson Creek to Coyote Creek. The connection to the middle school will improve safe pedestrian access for children in the neighborhood.

COST

Trail completion on Barberry from LeyVa Middle School to King Rd. intersection. Estimated Cost: \$300,000 maximum. (Year 2001 \$)

This top priority action has received funding in the Mayor's Budget for the amount of \$291,000.

TIMING

Short Term Project (1-3 years)

RESPONSIBILITY AND PARTNERS

Department of Parks, Recreation and Neighborhood Services
(Parks Planning and Neighborhood Services)

Department of Public Works (Parks Division)

Department of Transportation

Santa Clara Valley Water District

West Evergreen Implementation NAC



Barberry Lane: Future pedestrian path improvement location

6

Improve the intersection at King Road and Barberry Lane with enhanced (bumped-out) sidewalks and decorative crosswalks.

ISSUE

The intersection at King Road and Barberry Lane is currently a barrier to creating a pedestrian friendly and walkable environment in this part of the West Evergreen neighborhood. There is not a safe route for pedestrians to cross King Road at this intersection, and there is not a sufficient sidewalk along Barberry Lane in the vicinity of this intersection. These factors make crossing King Road haz-

ardous for pedestrians, and also prohibits students from safely walking along Barberry Lane to access LeyVa Middle School.

DISCUSSION

West Evergreen residents have stressed the importance of a safe pedestrian environment in the neighborhood, as well as the priority of creating strong pedestrian linkages across King Road. The intersection at King Road and Barberry Lane is a heavily trafficked area. This improvement can be integrated with other improvements in the neighborhood, and

is a part of creating an overall trail network and safe pedestrian environment in West Evergreen.

Crosswalks may be highly visible and decorative, and serve as neighborhood beautification measures as well as traffic calming devices. Crosswalks may be designated with special textured or colored paving.

ACTION STEPS

- Negotiate with the Santa Clara Valley Water District to utilize the necessary right-of-way for the alternative sidewalk improvements



Artist's rendering: intersection improvements with decorative crosswalks

on King Road.

- Complete design plans for the enhanced sidewalks and crosswalks at King Road and Barberry Lane with public input.
- Complete construction drawings for the intersection improvements.
- Establish a bid process for the construction of the pedestrian improvements.
- Construct pedestrian improvements.

BENEFITS

The enhanced sidewalks and new crosswalks will improve pedestrian safety at this intersection. The bumped-out sections of the sidewalk will serve as traffic calming features, and will increase the visibility of pedestrians to motorists. These improvements will contribute to a safe street environment, and will also improve neighborhood appearance and ambiance.

The improvements associated with this top priority action are integrated with the trail improvements along Barberry Road to complete the trails linking the east and west sides of the West Evergreen neighborhood to the LeyVa Middle School and the Meadowfair Park.

COST

\$200,000 (Year 2001 \$)

TIMING

Short term project

RESPONSIBILITY AND PARTNERS

Department of Transportation

Department of Parks, Recreation and Neighborhood Services

Department of Public Works (Parks Division)

Santa Clara Valley Water District

7

Pursue options to improve the appearance of Lower Silver Creek through increased water flow and improved water quality.

ISSUE

West Evergreen residents find Lower Silver Creek an unattractive feature of the neighborhood. The creek collects drainage from approximately 320 acres, and as a result has hardly any water in it during the summer months. The creek itself is not improved, and is visually unappealing.

DISCUSSION

Some community residents have suggested filling in the creek, and placing the drainage in culvert with open space and trail connections on top. However, environmental approvals for the culvert will be difficult and expensive to obtain, since the creek is one of the few remaining riparian habitats in the region.

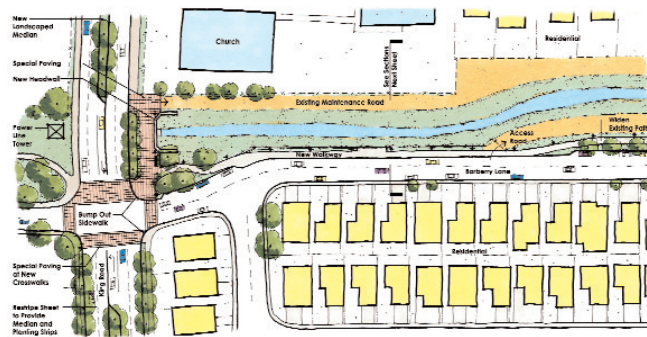
It is necessary to study options for increasing the summertime flow of water in the creek. One possibility is to divert reclaimed water from the area into the creek. Recycled water can be utilized during the summer to increase the flow in the creek. Another possibility is to coordinate with the San José Fire Department to flush the hydrants in the area into the creek as part of routine hydrant checks during the summer. Enhancing the riparian habitat in the Lower Silver Creek with the addition of riparian plantings will also help to improve the appearance of the area.

Another option is to investigate integrating the creek improvements with the expansion of Meadowfair Park and the development of the Arcadia property and investigate the potential for opening up the creek through Meadowfair Park and Arcadia, and creating a larger habitat area.

These proposed improvements to the creek will require Santa Clara Valley Water District Approval. Public access to the creek may require a joint City/Water District Agreement/Easement.

ACTION STEPS

- Investigate possibility of using reclaimed water to increase the flow in the creek.
- Coordinate with the Fire Department to flush fire hydrants into the creek.
- Pursue applications for grants to complete studies and improvements.
- Explore sponsorship by local businesses and corporations for the creek improvements.
- Develop an overall restoration plan for Lower Silver Creek.
- Negotiate a joint-use agreement with the Santa Clara Valley Water District, if necessary.
- Complete improvement plans for Lower Silver Creek.
- Establish a bid process for the creek improvements.
- Install the landscape improvements for Lower Silver Creek.



Lower Silver Creek proposed improvements

BENEFITS

The Lower Silver Creek improvements are neighborhood beautification efforts. Free-flowing water in the creek would help support new riparian plantings, eliminate stagnant puddles, and make the area will be more attractive and pleasant for neighborhood residents.

COST

Feasibility study to analyze options:
\$50,000-\$65,000 (Year 2001 \$)

TIMING

Short to medium-term project

RESPONSIBILITY AND PARTNERS

Department of Public Works

Environmental Services Department

Department of Parks, Recreation and Neighborhood Services

Fire Department

Redevelopment Agency

Santa Clara Valley Water District

San Francisco Bay Regional Water Quality Control Board

West Evergreen Implementation NAC

8

Initiate a traffic calming study or studies focused on the following locations: Alvin Avenue; Ophelia Avenue, Othello Avenue, Chopin Avenue, Enesco Avenue and Rigoletto Drive; Lanai Avenue, Seacliff/Seminole Way, and Waverly Avenue; and the intersection of Silver Creek Road and Capitol Expressway.

ISSUE

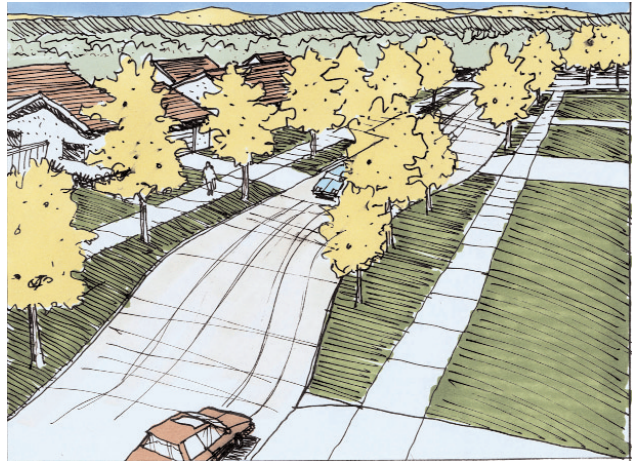
There are several areas in West Evergreen that experience traffic problems, ranging from a high volume of traffic and speeding to congested intersections. These traffic problems detract from the character of the neighborhood, and jeopardize pedestrian safety, particularly the safety of children walking to school in the neighborhood.

West Evergreen residents are specifically concerned with the following traffic problems: high volumes of traffic on Rigoletto Drive, speeding and parking congestion on Alvin Avenue near O.B. Whaley Elementary School, unsafe traffic patterns and a congested intersection at Silver Creek Road and Capitol Expressway, the forced right hand turn lane onto Flanigan Drive from King Road, congestion at the Alvin Road/Tully Road intersection, speeding in the Lanai/Cunningham area of the neighborhood, and speeding and unsafe traffic patterns on several streets near Meadowfair Park and the LeyVa Middle School.

Residents would like to ameliorate these traffic situations without adversely affecting traffic patterns on nearby residential streets.

DISCUSSION

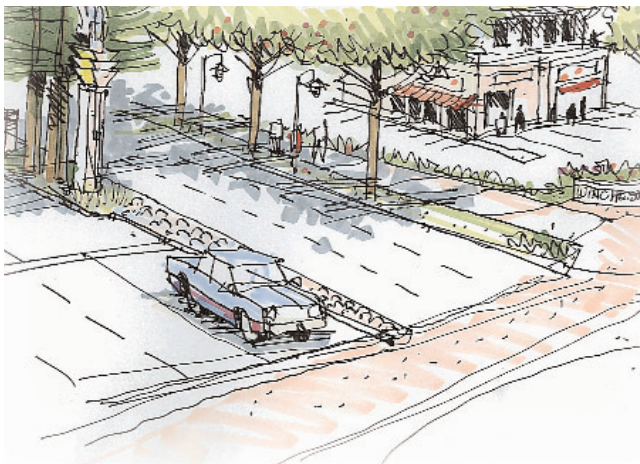
There are several components to completing a traffic analysis of West Evergreen and addressing the problem areas. A traffic calm-



Artist's rendering: A chicane is a possible traffic calming solution to slow speeding traffic

ing study, or studies, should examine the need for and impacts of traffic calming techniques and devices at key locations. Traffic calming studies should evaluate the effects of potential calming techniques on the entire community. Negative impacts should be avoided or mitigated. Traffic studies should be conducted with the full and active participation of residents and neighborhood associations. Following are potential solutions for traffic problems in West Evergreen:

- The issue of speeding on Alvin Avenue, Lanai Avenue, Seaclyff/Seminole Way, Waverly Avenue, Ophelia Avenue, Othello Avenue, Chopin Avenue, Enesco Avenue, and on other neighborhood streets can be addressed using a combination of measures, such as an increased police presence, more aggressive ticketing, synchronization of signals, posted speed limit, installation of additional stop signs, and physical barriers to speeding, such as street narrowing through chokers, chicanes, and planters.



Bumped out sidewalks, and enhanced crosswalks help to slow speeding traffic

- High volumes of traffic on Rigoletto Drive can be addressed by installing devices to successfully reroute traffic from Rigoletto Drive onto nearby thoroughfares without producing adverse impacts on the West Evergreen neighborhood as a whole. A traffic calming study for the Rigoletto area will be underway in Fall, 2001.
- Another traffic calming solution to employ in West Evergreen is to improve the transition to the forced right-hand turn lane onto Flanigan Drive from King Road.
- The congestion at the Silver Creek Road and Capitol Expressway intersection is caused largely by the location of the entrance to the Chevron gas station/car wash on that corner. Motorists trying to turn into the gas station entrance back up through the intersection, and this blocks traffic trying to move through the intersection. Moving the gas station entrance would reduce the traffic back-up in the intersection, and motorists could line up to enter the gas station on an internal road, rather than on Capitol Expressway.
- A traffic study is already underway for the Alvin Road and Tully Road intersection as part of the Highway 101/Tully Road study. There are several solutions to address the traffic congestion at

this intersection, including installing a T-intersection and a stop-light on Tully Road for cars exiting the Highway 101 off-ramp heading north.

In general, all traffic calming measures, including speed reduction techniques should be comprehensively analyzed and monitored to determine their effect on overall neighborhood traffic volumes and patterns, and their implications for West Evergreen residents.

ACTION STEPS

- With community input, conduct traffic analyses of the “problem areas” in the neighborhood.
- With community input, design traffic calming devices and solutions to address the traffic issues in the neighborhood.
- Examine the impacts of potential traffic calming devices and solutions at specified locations in West Evergreen.
- Select preferred traffic calming options.
- Install traffic calming devices in neighborhood.

BENEFITS

Traffic calming studies, which include area wide impact analyses, and experimentation with various speed reduction techniques would ensure that money is well spent on traffic calming improvements, and would prevent the shifting of traffic problems from one residential street to another. Attractively designed traffic calming features can be aesthetically pleasing, and improve the appearance and ambiance of the West Evergreen neighborhood.

COST

\$500,000-\$700,000 (Year 2001 \$)

TIMING

Short-term project

RESPONSIBILITY AND PARTNERS

Department of Transportation

Department of Parks, Recreation and Neighborhood Services

Department of Public Works (Design and Construction)

Redevelopment Agency

Neighborhood Associations

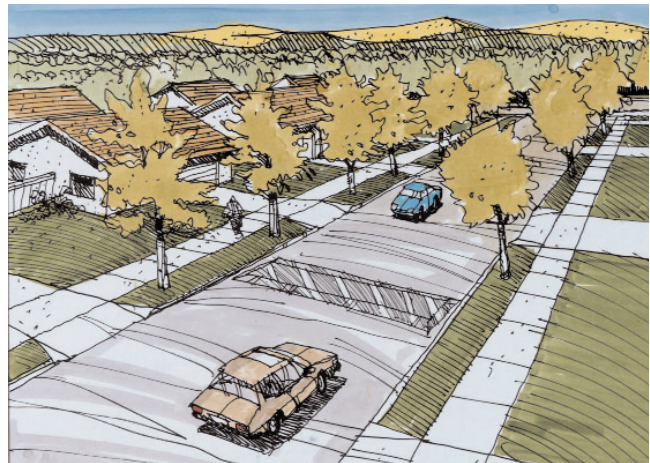
9 *Complete pedestrian improvements on Aborn Road, including new crosswalks at Irwindale Drive and Atwood Drive with chokers and plantings as traffic calming features.*

ISSUE

West Evergreen residents have expressed concern that the area between Silver Creek Plaza and the neighborhood to the north lacks a safe pedestrian environment. Specifically, Aborn Road, which connects King Road to Capitol Expressway, is a heavily trafficked street in West Evergreen and currently does not have any defined pedestrian crosswalks to connect the residential neighborhood on the north side of Aborn Road to the shopping center on the south side of the road.

DISCUSSION

The improvements associated with this top priority action would create a more comfortable and safe pedestrian environment in the area along Aborn Road. The crosswalk at Irwindale Drive and Aborn Road would include a cut through the Aborn median at grade and would also include a pedestrian activated stoplight and up-lighting along the crosswalk which will indicate when it is safe for pedestrians to cross. The crosswalks at both Irwindale Drive and Atwood Drive should include chokers and plantings, which will serve as traffic calming features by widening the sidewalk and the planter areas. These improvements are part of an overall traffic analysis and traffic calming system for the West Evergreen neighborhood, and can also be linked with programs that are already planned/underway, such as the installation of sidewalks along the Aborn Square Loop (which is included in the Mayor's 2001 Budget Address).



Artist's rendering: Crosswalk improvements

ACTION STEPS

- Complete plans for the crosswalks at the intersections of Aborn

Road and Irwindale Drive and Aborn Road and Atwood Drive with public input.

- Establish a bid process for the crosswalks across Aborn Road.
- Construct the crosswalks at the intersections of Aborn Road and Irwindale Drive, and Aborn Road and Atwood Drive.
- Encourage commercial businesses to provide pedestrian connections in the parking lots from the public right-of-way (sidewalks) to the store entrances, particularly to cut a path through the shopping center landscape berm opposite Irwindale Drive.

BENEFITS

Constructing crosswalks at these intersections will create a safer and more pleasant pedestrian environment in this section of the neighborhood. These intersection improvements will also help to create pedestrian routes on Irwindale Drive and Aborn Drive to connect to LeyVa Middle School and the Rouleau Children's Center on Monrovia Drive.

COST

\$400,000 (Year 2001 \$)

TIMING

Short-term project

RESPONSIBILITY AND PARTNERS

Department of Transportation

Department of Parks, Recreation and Neighborhood Services

Department of Public Works

Redevelopment Agency

10

Increase communication between the City and the community through existing and new organizations, workshops, newsletters and informational packets for tenants.

ISSUE

Throughout the neighborhood improvement planning process, West Evergreen residents have stressed the importance of improving existing programs and services to meet the needs of all community residents. In many cases, there are City programs that exist to serve neighborhood residents, but residents are not aware of them. Additionally, many new residents in the neighborhood are not aware of codes and regulations, and do not know where to obtain this information.

DISCUSSION

A key to providing successful programs and services is ensuring sufficient publicity and communications. There are several methods of improving communication about city programs. City staff may present details about programs and services to residents at neighborhood association meetings. Selected neighborhood residents may also act as representatives, or liaisons, to the greater West Evergreen community and can work with City staff to disseminate information about programs and services.

Another method of improving communication is to widely distribute information about city services and programs, such as the Neighborhood Trouble Shooter Guide. The Trouble Shooter is a comprehensive guide to city services, and is published in English and Spanish. It is also important to publicize the City's informational websites and general information phone number (408-277-4000). The City and/or community organizations can create and distribute an information packet to new residents, including infor-



mation about codes and regulations, as well as City programs and services, as part of a "welcome wagon" program.

ACTION STEPS

- Establish a schedule of City presentations at West Evergreen neighborhood meetings and workshops.
- Appoint several West Evergreen residents to act as community liaisons to help disseminate information and answer residents' questions.
- Widely distribute the Neighborhood Trouble Shooter.
- Publicize the City's website (www.ci.san-jose.ca.us) and the 24-hour call center number (408-277-4000).
- Create information packets for new residents.
- Distribute information packets to new residents in the neighborhood.
- Provide a neighborhood wide newsletter to share between the neighborhood associations.

BENEFITS

Improved communication between the City and West Evergreen community will help the residents understand the resources that are available to them, and will also help the City better respond to the needs of the community. This top priority action also utilizes existing resources and staff.

COST

Covered by the existing City budget

TIMING

Immediate

RESPONSIBILITY AND PARTNERS

Department of Parks, Recreation and Neighborhood Services

Neighborhood Associations

Redevelopment Agency

11

Negotiate with the property owners for dedication of the right-of-way in front of the KLOK radio station transmission towers site on King Road between Aborn Road and Barberry Lane, and work with the property owners to participate in funding right-of-way improvements. Acquire or purchase the necessary right-of-way.

ISSUE

Curbs, gutters, and sidewalks along King Road near the KLOK radio station transmission towers site are discontinuous, making it hazardous for pedestrians and cyclists traveling on King Road. This portion of the road also lacks landscaping elements. The KLOK radio station site is a privately owned property, and the site is largely undeveloped except for the radio transmission towers.

DISCUSSION

Completing the right-of-way improvements in front of the KLOK radio station is a top priority action for West Evergreen residents, and is part of the overall goal of creating a safe street environment in the neighborhood. To this end, it is necessary to initiate discussions with the property owners for the dedication or acquisition of the right-of-way. The management of the KLOK radio station has indicated that property owners are willing to work with the neighborhood as part of this process.

ACTION STEPS

- Initiate discussions with property owners to negotiate right-of-way dedication or acquisition.
- Negotiate right-of-way dedication/acquisition.
- Explore options for funding of right-of-way improvements, including funding from the property owner.
- Secure funding for right-of-way improvements.
- Acquire or purchase property.

BENEFITS

Negotiating with the property owners will increase the likelihood that the dedication of right-of-way will occur in the near future. Once the right-of-way acquisition is complete, the City would move ahead with completing the curb, gutter, sidewalk and landscaping improvements.

COST

Negotiations for right-of-way acquisition is covered by the existing City Budget.

Right-of-way acquisition: \$396,000 (Year 2001 \$)

TIMING

Short-term project

RESPONSIBILITY AND PARTNERS

Department of Public Works (Real Estate Division)

Department of Transportation

Redevelopment Agency

Neighborhood Associations

Property owners

12

Complete the right-of-way improvements in front of the KLOK radio station transmission towers site, including installing additional travel lanes, sidewalks and park strips.

ISSUE

The curbs, gutters and sidewalks along King Road near the KLOK radio station transmission towers site are discontinuous, making conditions hazardous for pedestrians and cyclists traveling on King Road. This problem is exacerbated in the winter when the street shoulder gets muddy, making it more dangerous and unappealing for pedestrians. The frontage of the KLOK property that requires improvements is approximately 400' in length.

DISCUSSION

The KLOK radio station transmission towers are located on a large site on King Road, south of Barberry Lane. Other than the transmission towers, the site is largely undeveloped, explaining the absence of full right-of-way improvements with sidewalks, curbs, gutters and planter strips. The lack of these improvements forces pedestrians and cyclists to walk or ride in the travel lanes, causing conflicts with vehicular traffic.

To ensure the safety of all travelers in this corridor, West Evergreen residents have made the construction of right-of-way improvements on King Road one of their top priorities. In addition to completing the curbs, gutters and sidewalks, landscaping improvements, such as planting street trees, will enhance the overall attractiveness of King Road - a major transportation corridor in the West Evergreen neighborhood.

Community members have suggested that the City approach the existing property owners to dedicate the necessary right-of-way to allow construction of the pedestrian improvements. (See Top Priority Action #11 for a discussion of the right-of-way dedication/acquisition process). In discussions with KLOK management, the radio station has expressed their willingness to cooperate, and possibly



Example of landscaping improvements

help with the construction of these street improvements.

ACTION STEPS

- Top Priority Action #11: Acquire or purchase the necessary right-of-way in front of the KLOK radio station transmission towers site.
- Finalize right-of-way improvement plans, including landscaping and street tree plans with public input.
- Establish and conduct a bid process for the KLOK site right-of-way improvements.
- Construct KLOK site right-of-way improvements.

BENEFITS:

The construction of curbs, gutters, and sidewalks on King Road will increase pedestrian and bicyclist safety, improve overall pedestrian connections in the community and enhance neighborhood appearance. The street improvements will also increase the value of the KLOK property.

COST

Estimated \$75,000 for curbs, gutters, sidewalks and one lane of paving (Year 2001 \$)

TIMING

Medium-term project

RESPONSIBILITY AND PARTNERS

Department of Public Works
(Real Estate, Design and Construction)

Department of Parks, Recreation and Neighborhood Services

Department of Transportation

Redevelopment Agency

KLOK Radio Station

13

Encourage the development of vacant and underutilized sites in the neighborhood including the KLOK radio station transmission towers site and the site at the northwest corner of King Road and Lexann Avenue.

ISSUE

There are vacant or underutilized sites within the West Evergreen neighborhood which are often left unattended, and become fire hazards and locations for illegal dumping. However, these sites also serve as opportunity sites for infill and redevelopment in the neighborhood, and could provide sites for additional community facilities, new parks, retail services, housing, or storage areas for boats, RVs and trucks.

DISCUSSION

The vacant opportunity sites in the neighborhood include: the KLOK radio station transmission tower site and the vacant lot at Lexann Avenue and King Road adjacent to the Target Shopping Center. Community residents have proposed relocating the KLOK transmission towers from the existing site in order to have full use of that site. However, KLOK station representatives have explained that it would be difficult to find another location for the transmission towers where the radio signal would still be effective and meet the Federal Regulations.

Community residents have suggested that these sites could be used for facilities, such as a community garden, a library, or a police sub-



Artist's rendering: Potential development or infill opportunity

station. Residents have also suggested developing a new 5-6 acre park on one of these vacant opportunity sites in the neighborhood to serve the southern portion of the community.

Additional recommended uses for these sites include new residential development, to ameliorate the housing shortage in San José, as well as a storage facility for large vehicles such as boats, trucks and RVs. Currently, neighborhood residents have to park these vehicles on the neighborhood streets, thus exacerbating the parking congestion problem.

To utilize these sites for a community use, it is necessary to work with the property owners to develop the sites, or to condemn the sites for public benefit.

ACTION STEPS

- Initiate and adopt General Plan changes if required to permit land use changes.
- Consider alternate sites for the KLOK transmission towers (possible site at the Highway 101/Tully Road interchange).
- Explore funding opportunities to acquire the vacant sites in the neighborhood for public use, including grant funding.
- Explore the viability of one or both sites for housing or other private development use; encourage developer acquisition as appropriate.
- Secure funding to acquire the vacant sites in the neighborhood for public facility use or land banking as appropriate.
- Develop agreements with private property owners to acquire relevant vacant lands.
- Create development plans for vacant properties in West Evergreen with public input, appropriate to the public/private nature of the proposed development.

BENEFITS

Creating new uses on the vacant sites will attract activity and increase safety. Additionally, development of these sites will provide needed uses and services for West Evergreen residents, such as housing, storage, and/or community facilities.

COST

Utilize RDA Strong Neighborhoods Initiative Funds

TIMING

Short-term project

RESPONSIBILITY AND PARTNERS

Office of Economic Development

Redevelopment Agency

Department of Parks, Recreation and Neighborhood Services

Department of Public Works

Local private property owners

14

Construct a new 5-6 acre neighborhood park in the southern portion of the neighborhood, potentially at the northwest corner of King Road and Lexann Avenue or at the KLOK radio station site on King Road.

ISSUE

West Evergreen residents have identified a need for recreation facilities and open space in the neighborhood, particularly south of Barberry Lane. The existing parks in the neighborhood are located in the central and northern portions of the neighborhood. The residents south of Barberry Lane do not have a park or recreation area within a comfortable walking radius, and children in the area cannot safely walk to a park or playground. A 5-6 acre neighborhood park south of Barberry would provide these needed facilities for neighborhood residents.

DISCUSSION

There are several sites south of Barberry Lane that may be suitable locations for a new neighborhood park. One of the locations is the KLOK radio station transmission tower site, which is located on King Road, one block south of Barberry. This site approximately 6 acres, and is currently only occupied by the transmission tower. In considering this site for a neighborhood park, it is necessary to determine if the park can be located next to the transmission towers, or if the towers need to be relocated. An additional opportunity area is a vacant 8 acre site on King Road and Lexann Avenue, near the Target shopping center. A neighborhood park of approximately 5-6 acres could fit on either of these sites. Since both of these sites are private property, it is necessary to discuss site acquisition with the existing owners.



Example of neighborhood park facilities

In designing a new neighborhood park, the City would work with West Evergreen residents to ensure that the park contains improvements to meet the needs of the community. Designing a new park presents an opportunity to create a unique design that recognizes the character and diversity of the community.

ACTION STEPS

- Determine the location for a new neighborhood park.
- Acquire the property.
- With community input, develop concept plans for the neighborhood park.
- Initiate and complete the Parks Master Plan process.
- Finalize construction drawings.
- Construct the improvements on the park site.

BENEFITS

A new neighborhood park south of Barberry Lane will increase recreation opportunities and open space for all West Evergreen residents, and will create a park opportunity within walking distance for residents who live in this area of the neighborhood. A new park will also create an additional play area for children in the neighborhood.

COST

Estimated Land Acquisition Cost:
\$8,000,000-\$10,000,000 (Year 2001 \$)

Estimated Park Development Cost:
\$4,000,000-\$6,000,000 (Year 2001 \$)



Example of neighborhood park facilities

TIMING

Medium to long-term project

RESPONSIBILITY AND PARTNERS

Department of Parks, Recreation and Neighborhood Services
(Parks Planning)

Department of Public Works

Redevelopment Agency

Neighborhood Associations

West Evergreen Implementation NAC

15

Support the completion of a pedestrian overpass across Capitol Expressway as part of the of the light rail transit (LRT) expansion.

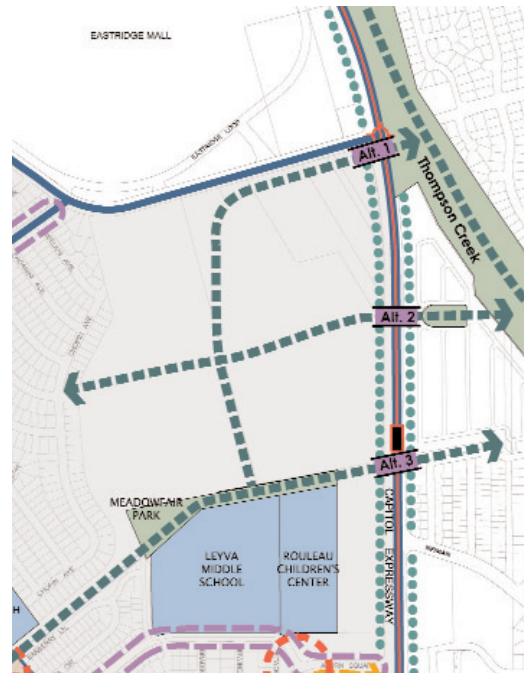
ISSUE

West Evergreen is currently served by the VTA's bus service. LRT is currently not available; however, there are plans to expand the service along Capitol Expressway in the very near future. In fact, improving public transportation in West Evergreen will help to connect the neighborhood to other parts of the city and the region. The planned LRT extension along Capitol Expressway will potentially include three station locations, one of which is planned to have a pedestrian/bicycle overpass across Capitol Expressway.

DISCUSSION

A pedestrian/bicycle overpass should be integrated with one of the light rail stations on Capitol Expressway, and would connect the West Evergreen neighborhood with the neighborhood east of Capitol Expressway. VTA has identified three proposed light rail stations in West Evergreen. One station is planned for Eastridge Mall which is also the site of the bus transfer station. An additional station is planned for the intersection of Silver Creek Road and Capitol Expressway, and a third station is planned in between these two stations, possibly in the vicinity of Neiman Boulevard.

The potential pedestrian overpass would be constructed in conjunction with the third station location, in between Eastridge Mall and the Silver Creek Road intersection. The community has identified the intersection of Capitol Expressway and Neiman Boulevard as an ideal location for the pedestrian overpass. This overpass location would provide a vital link to Meadowfair Park, LeyVa Middle



Concept diagram: Potential pedestrian overpass locations

School and the path along Barberry Lane. Additionally, a pedestrian overpass at this location would connect to open space on the east side of Capitol Expressway, and would contribute to an overall trail network with connections to Thompson Creek and Coyote Creek.

The pedestrian overpass would provide safe and easy pedestrian and bicycle accessibility across Capitol Expressway, and will allow pedestrians to easily reach and utilize the LRT extension in West Evergreen. The pedestrian overpass is a collaborative planning effort between VTA and the City of San José.

ACTION STEPS

- DOT should provide leadership in determining the preferred location for a pedestrian overpass across Capitol Expressway.
- DOT should work with the City and community members to complete the design for the overpass.
- Assess if it is necessary to acquire additional land to construct the overpass.
- Acquire the necessary land to construct the pedestrian overpass across Capitol Expressway.
- Work with residents on both sides of Capitol Expressway to create a design for the overpass.
- DOT should work with VTA to complete construction drawings for the overpass.
- Establish a bid process for the overpass across Capitol Expressway.
- Construct the overpass in conjunction with the construction of a light rail station.

BENEFITS

The light rail line along Capitol Expressway will increase transit options for West Evergreen residents. Residents will have more convenient access to jobs, schools, and commercial areas in other parts of the City. The pedestrian overpass will increase accessibility

to the LRT, improve overall pedestrian circulation within West Evergreen, and provide pedestrian linkages to areas outside of the neighborhood, such as Thompson Creek and Coyote Creek.

COST

\$2,500,000-\$3,000,000: included in the VTA Budget, separate from Strong Neighborhoods Initiative funding (Year 2001 \$)

TIMING

Medium to long-term project

RESPONSIBILITY AND PARTNERS

Department of Transportation

(Transportation Planning Division)

Neighborhood Associations (In partnership with VTA)

Department of Parks, Recreation and Neighborhood Services

Department of Public Works (Architecture)

Redevelopment Agency

California Department of Transportation (Caltrans)

Valley Transportation Authority

West Evergreen Implementation NAC

Action Matrix

The matrix presented on the following pages is intended as a guide to realizing the community's shared vision for the future. Although the "top ten" priority actions detailed in the previous section are recommended to be first in line for implementation, each of the actions listed in the Action Matrix articulates a piece of the community's vision and should be carried out over time. The implementation of any one of the actions would bring West Evergreen closer to the community's desired future.

Some of the actions identified in the Action Matrix are already underway. This plan recognizes the efforts of the programs and supports their ongoing application. Other actions would require a major new initiative by the City of San José, local community and business organizations, or other agencies. These new initiatives may require additional analysis and input prior to implementation.

The Action Matrix is organized around the six goals identified in the Goals section of this Plan:

- Create a Safe Street Environment
- Provide Quality Parks and Trails Connections
- Improve Community Facilities and Programs
- Beautify the Neighborhood
- Enhance Retail Services
- Ensure Ongoing Communications

For each action, the matrix provides information on the action's priority level, implementation timeframe, responsible parties, and potential funding sources. The acronyms listed in the matrix are defined in the Glossary of Acronyms located at the end of this chapter.

GOAL A: CREATE A SAFE STREET ENVIRONMENT**Approach:** *Ensure safe streets for pedestrian, bicycle, and vehicular travel while minimizing congestion.*

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A1 Page: 82	Improve the intersection at King Road and Barberry Lane for pedestrians with enhanced (bumped-out) sidewalks and new crosswalks	Top Priority Action	Short (Already initiated)	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW (Real Estate)</i> ▪ <i>SCVWD</i> ▪ <i>PRNS</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ CIP ▪ Traffic Capitol Program ▪ TDA Grants
	a. Negotiate with the Santa Clara Valley Water District to utilize the necessary right-of-way for the sidewalk improvements		Short	<ul style="list-style-type: none"> ▪ DPW (Real Estate Division) ▪ <i>SCVWD</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund
	b. Complete design plans for the enhanced sidewalks and crosswalks at King Road and Barberry Lane		Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants ▪ Traffic Capitol Program
	c. Complete construction drawings for the pedestrian improvements		Short	<ul style="list-style-type: none"> ▪ DPW ▪ <i>DOT</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	d. Establish a bid process for construction of the pedestrian improvements		Short	<ul style="list-style-type: none"> ▪ DPW ▪ <i>DOT</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	e. Construct pedestrian improvements		Short	<ul style="list-style-type: none"> ▪ DPW ▪ <i>DOT</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ Sidewalk Grants ▪ TDA Grants ▪ Traffic Capitol Program
A2 Page: 95	Negotiate with the property owners for dedication of the right-of-way for the completion of the street and sidewalk improvements in front of the KLOK radio station transmission towers on King Road between Aborn Road and Barberry Lane; work with the property owners to explore owner participation in funding right-of-way improvements. Acquire the necessary right of way.	Top Priority Action	Short	<ul style="list-style-type: none"> ▪ DPW (Real Estate Division) ▪ <i>RDA</i> ▪ <i>DOT</i> ▪ <i>Property Owners</i> ▪ <i>Nbhd. Assoc.</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ RDA ▪ CIP ▪ Traffic Capitol Program ▪ TDA Grants ▪ General Fund
	a. Initiate discussion with property owners to negotiate right-of-way dedication		Short	<ul style="list-style-type: none"> ▪ DPW (Real Estate Division) ▪ <i>RDA</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A2 <i>cont'd</i>	b. Negotiate right-of-way acquisition		Short	▪ DPW (Real Estate Division)	▪ TS	▪ General Fund
	c. Secure the right-of-way		Short	▪ DPW (Real Estate Division)	▪ TS	▪ General Fund
	d. Explore options for funding of right-of-way improvements, including funding from the property owner		Short	▪ DPW (Real Estate Division)	▪ TS	▪ General Fund ▪ TDA Grants ▪ Traffic Capitol Program
A3 Page: 97	Complete the right-of-way improvements in front of the KLOK radio station site transmission towers site on King Road between Aborn Road and Barberry Lane, including installing additional travel lanes, sidewalks and planter strips	Top Priority Action	Medium	▪ DPW (Real Estate, Design & Construct.) ▪ PRNS ▪ DOT ▪ RDA ▪ Property Owners	▪ TS	▪ Bicycle and Pedestrian Facilities Program ▪ TDA Grants ▪ CIP ▪ Property Owners ▪ General Fund
	a. Negotiate funding of improvement costs with the property owners and seek additional funding sources		Medium	▪ DPW ▪ RDA	▪ TS	▪ TDA Grants ▪ Property Owners ▪ RDA
	b. Secure funding for right-of-way improvements		Short	▪ DPW	▪ TS	▪ General Fund ▪ TDA Grants ▪ Traffic Capitol Program
	c. Design and finalize right-of-way improvement plans, including landscaping and street tree plans		Medium	▪ DPW	▪ TS	▪ TDA Grants ▪ Traffic Capitol Program
	d. Establish a bid process for the KLOK site right-of-way improvements		Medium	▪ DPW ▪ RDA	▪ TS	▪ TDA Grants ▪ RDA
	e. Construct KLOK site right-of-way improvements		Medium	▪ DPW ▪ DOT	▪ TS	▪ Traffic Capitol Program ▪ TDA Grants ▪ CIP ▪ Sidewalk Grants

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A4 Page: 87	Initiate a traffic calming study or studies focused on the following locations: Alvin Avenue; Ophelia Avenue, Othello Avenue, Chopin Avenue, Enesco Avenue and Rigoletto Drive; Lanai Avenue, Seaciff/Seminole Way, and Waverly Avenue; and the intersection of Silver Creek Road and Capitol Expressway	Top Priority Action	Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>PRNS</i> ▪ <i>DPW (Design & Construct.)</i> ▪ <i>RDA</i> ▪ <i>Nbhd. Assoc.</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	a. With community input, conduct a traffic analysis or analyses of the “problem areas”		Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	b. With community input, design traffic calming devices and solutions to address identified traffic issues		Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	c. Examine impacts of traffic calming devices and solutions throughout the West Evergreen area		Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	d. Select the preferred traffic calming solutions		Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	e. Install traffic calming devices in the neighborhood		Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
A5 Page: 91	Complete pedestrian improvements on Aborn Road, including new crosswalks at Irwindale Drive and Atwood Drive with chokers and plantings as traffic calming features	Top Priority Action	Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW</i> ▪ <i>RDA</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ <i>RDA</i> ▪ General Fund ▪ TDA Grants
	a. Design the new crosswalks and intersection improvements		Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	b. Establish a bid process for the crosswalks and improvements		Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
	c. Construct the crosswalks and improvements at the intersections of Aborn Road and Irwindale Drive and Aborn Road and Atwood Drive		Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A6 Page: 105	Support the completion of a potential pedestrian overpass across Capitol Expressway as part of the light rail transit (LRT) expansion	Top Priority Action	Medium-Long	<ul style="list-style-type: none"> ▪ DOT ▪ Nbhd. Assoc. ▪ VTA ▪ PRNS ▪ DPW (Architecture) ▪ Caltrans 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
	a. Determine the preferred location for a potential pedestrian overpass across Capitol Expressway		Medium	<ul style="list-style-type: none"> ▪ VTA ▪ DOT ▪ Nbhd. Assoc. 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
	b. Work with VTA to complete the design for the overpass		Medium	<ul style="list-style-type: none"> ▪ Nbhd. Assoc. ▪ DOT ▪ VTA 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
	c. Complete construction drawings for the overpass		Medium	<ul style="list-style-type: none"> ▪ VTA ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
	d. Establish a bid process for the overpass across Capitol Expressway		Medium	<ul style="list-style-type: none"> ▪ VTA ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
	e. Construct the overpass across Capitol Expressway in conjunction with the construction of a light rail station		Long	<ul style="list-style-type: none"> ▪ VTA ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
A7	Enforce traffic speed limits on King Road.	High Priority	Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ TDA Grants ▪ General Fund
A8	Complete traffic lanes and sidewalks on King Road in front of the vacant lots	High Priority	Short	<ul style="list-style-type: none"> ▪ DOT ▪ DPW 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A9	Install a traffic signal at the intersection of King Road and Barberry Lane	High Priority	Immediate <i>(Already initiated)</i>	▪ DPW	▪ TS	▪ CIP
A10	Install a landscaped median on King Road from Aborn Rd. to Tully Rd.	High Priority	Short	▪ DOT ▪ <i>DPW</i>	▪ TS	▪ General Fund ▪ CIP ▪ TDA Grants ▪ Traffic Capitol Program
A11	Improve the transition to the forced right-hand turn lane onto Flanigan Drive from King Road	High Priority	Short	▪ DOT	▪ TS	▪ General Fund ▪ TDA Grants ▪ Traffic Capitol Program
A12	Complete sidewalks along the length of Aborn Road from the western end of the street to King Road	High Priority	Short	▪ DOT	▪ TS	▪ Sidewalk Grants ▪ General Fund ▪ TDA Grants
A13	Complete sidewalks along Aborn Square, behind the Aborn Square Shopping Center	High Priority	Immediate—complete in 2002 <i>(Already initiated)</i>	▪ DOT	▪ TS	▪ 2001/2002 Approved Mayor's Budget
A14	Encourage commercial businesses to provide pedestrian connections in the parking lots from the public right-of-way (sidewalks) through to the store entrances, particularly at Silver Creek Plaza and through landscaped berms	High Priority	Short	▪ RDA ▪ <i>OED</i>	▪ EAND	▪ Private Investment ▪ RDA
A15	Complete pedestrian improvements on Monrovia Drive, in front of LeyVa Middle School and the Rouleau Children's Center	High Priority	Immediate <i>(Already initiated)</i>	▪ DOT	▪ TS	▪ General Fund ▪ TDA Grants
	a. Install new crosswalks at Monrovia Drive and Bradbury Drive with chokers and plantings		Immediate <i>(Already initiated)</i>	▪ DOT	▪ TS	▪ General Fund
	b. Install traffic calming devices on Monrovia Dr. in front of the schools		Immediate <i>(Already initiated)</i>	▪ DOT	▪ TS	▪ TDA Grants ▪ General Fund

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A15 <i>cont'd</i>	c. Complete sidewalk repairs and install handicapped accessible ramps on Monrovia Dr. in front of the schools		Immediate (Already initiated)	▪ DOT	▪ TS	▪ General Fund
A16	Improve accessibility, including sidewalk repairs and new ramps for wheelchair access throughout the neighborhood	High Priority	Immediate (Already initiated)	▪ DOT	▪ TS	▪ 2001/2002 Approved Mayor's Budget ▪ General Fund ▪ TDA Grants ▪ Sidewalk Grants ▪ RDA ▪ CIP
A17	Support the extension of light rail transit (LRT) along Capitol Expressway and the location of transit stations.	High Priority	Immediate	▪ DOT ▪ Nbhd. Assoc. ▪ VTA	▪ TS	▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
	a. Determine the LRT station locations	High Priority	Immediate	▪ DOT ▪ Nbhd. Assoc. ▪ VTA	▪ TS	▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
A18	Encourage the landscaping of Capitol Expressway in conjunction with the construction of the light rail	High Priority	Medium	▪ DOT ▪ Nbhd. Assoc. ▪ VTA	▪ TS	▪ VTA ▪ State & Federal Transportation Funds ▪ ISTE A
A19	Improve street surfaces in the neighborhood through the Accelerated Pavement Program	High Priority	Immediate— will be completed Summer 2001	▪ DOT	▪ TS	▪ State & Federal Transportation Funds
A20	Install lights at appropriate locations for night security at Meadowfair Park to reduce illegal activity and increase safety and security of the park and the surrounding neighborhood	High Priority	Immediate	▪ PRNS ▪ RDA ▪ <i>Nbhd. Orgs.</i>	▪ RAC	▪ General Fund ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A21	Install four-way stop signs at the intersection of Othello Avenue and Enesco Avenue	High Priority	Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>PRNS</i> ▪ <i>DPW (Design & Construct.)</i> ▪ <i>RDA</i> ▪ <i>Nbhd. Assoc.</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
A22	Install a painted crosswalk at the intersection of Enesco Avenue and Aida Avenue to improve safety and access to the MeadowFair Center	High Priority	Immediate	<ul style="list-style-type: none"> ▪ DOT ▪ <i>PRNS</i> ▪ <i>DPW (Design & Construct.)</i> ▪ <i>RDA</i> ▪ <i>Nbhd. Assoc.</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
A23	Identify locations for and install new traffic signs (speed limit, children playing) throughout the neighborhood as needed	High Priority	Immediate	<ul style="list-style-type: none"> ▪ DOT ▪ <i>PRNS</i> ▪ <i>DPW (Design & Construct.)</i> ▪ <i>RDA</i> ▪ <i>Nbhd. Assoc.</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
A24	Address double parking on neighborhood streets, particularly behind the Meadowfair Center	High Priority	Immediate	<ul style="list-style-type: none"> ▪ Police Dept. 	<ul style="list-style-type: none"> ▪ PSS 	<ul style="list-style-type: none"> ▪ General Fund
A25	Resolve traffic congestion problem at Alvin Ave. & Tully Rd. (Post Office)	Medium Priority	Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ TDA Grants ▪ General Fund
A26	Create red curb zones at street corners around schools	Medium Priority	Immediate <i>(Already initiated)</i>	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund
A27	Install a stop sign at Bradbury Dr. and Monrovia Dr.	Medium Priority	Complete	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund
A28	Reconstruct the road on Towers Way	Medium Priority	Immediate <i>(Already initiated)</i>	<ul style="list-style-type: none"> ▪ DOT ▪ <i>DPW</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ 2001/2002 Approved Mayor's Budget ▪ CIP ▪ Private Funding
A29	Build more parking lots for storage of large vehicles, such as trucks, RVs and boat	Low Priority	Long	<ul style="list-style-type: none"> ▪ RDA ▪ <i>Private Ownership</i> ▪ <i>OED</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ Public/Private Partnership Funds ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
A30	Improve lighting along Barberry from King Road to LeyVa Middle School	Low Priority	Immediate <i>(Already initiated)</i>	▪ DOT ▪ <i>DPW</i>	▪ EAUS ▪ TS	▪ General Fund
A31	Improve security at Whaley Elementary School at night	Low Priority	Ongoing	▪ School District	▪ EAUS	▪ School District Funds
A32	Provide access to Whaley Elementary School from Flanigan Drive	Low Priority	Short	▪ School District ▪ <i>DOT</i>	▪ EAUS	▪ School District Funds
A33	Change the name of Silver Creek Road (south of Aborn Road) to King Road	Low Priority	Short	▪ PBCE (Planning Services)	▪ EAND	▪ General Fund
A34	Trim trees that obstruct sidewalks and views of traffic signals	Low Priority	Complete	▪ DOT ▪ <i>Property Owners</i>	▪ TS	▪ General Fund

GOAL B: PROVIDE QUALITY PARKS AND TRAIL CONNECTIONS

Approach: *Improve existing park facilities and connections between neighborhood facilities and residential areas, and provide connections to existing parks and trails in the region.*

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
BI Page: 71	Work with the owners of the Arcadia property to acquire approximately 18 acres of vacant land adjacent to Meadowfair Park that is necessary for the park expansion	Top Priority Action	Short	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ RDA ▪ PBCE (Planning Division) ▪ DPW 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
	a. Initiate discussions with Arcadia property owners for park acquisition		Short	<ul style="list-style-type: none"> ▪ RDA ▪ PRNS (Parks Planning) ▪ Property Owners 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA
	b. Negotiate site acquisition		Short	<ul style="list-style-type: none"> ▪ RDA ▪ PRNS (Parks Planning) ▪ Property Owners 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA
	c. Explore, and if feasible, pursue the acquisition and development of a pedestrian easement across the Arcadia property for a pedestrian path/trail connecting Brahms Avenue to Meadowfair Park		Immediate	<ul style="list-style-type: none"> ▪ RDA ▪ PRNS (Parks Planning) ▪ Property Owners 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA
	d. Secure funding for acquisition and development		Short	<ul style="list-style-type: none"> ▪ RDA ▪ PRNS (Parks Planning) ▪ Property Owners 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA ▪ CIP
	e. Acquire property for Meadowfair Park expansion		Short	<ul style="list-style-type: none"> ▪ RDA ▪ PRNS (Parks Planning) ▪ Property Owners 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA ▪ CIP
	f. Initiate the Parks Master Plan Process		Short	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
B2 Page: 80	Widen and complete the existing path from LeyVa Middle School along Barberry Lane to King Road	Top Priority Action	Short	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ RDA ▪ SCVWD ▪ PG & E ▪ Nbhd. Orgs. ▪ DPW (Parks Division) ▪ DOT 	▪ RAC	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ RDA ▪ ISTE ▪ General Fund ▪ CIP
	a. Negotiate a joint-use agreement with the Santa Clara Valley Water District		Short	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ SCVWD 	▪ RAC	▪ RDA
	b. Coordinate the path improvements with the improvements to Lower Silver Creek		Short	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ SCVWD 	▪ RAC	▪ RDA
	c. Negotiate with PG & E and the Santa Clara Valley Water District for the easement for the path		Short	<ul style="list-style-type: none"> ▪ PRNS ▪ RDA ▪ PG & E ▪ SCVWD 	▪ RAC	▪ RDA
	d. Complete design and construction improvement plans		Short	<ul style="list-style-type: none"> ▪ DPW ▪ PRNS (Parks Planning) 	▪ RAC	▪ RDA
	e. Initiate project bidding		Short	<ul style="list-style-type: none"> ▪ DPW ▪ PRNS (Parks Planning) 	▪ RAC	▪ RDA
	f. Construct pedestrian improvements to the path		Short	<ul style="list-style-type: none"> ▪ DPW ▪ PRNS (Parks Planning) 	▪ RAC	▪ RDA
B3 Page: 102	Construct a new 5-6 acre neighborhood park in the southern portion of the neighborhood, potentially at the northwest corner of King Road and Lexann Avenue or at the KLOK radio station site on King Road	Top Priority Action	Medium-Long	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ RDA ▪ DPW ▪ Nbhd. Assoc. 	▪ RAC	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
B3 cont'd	a. Determine the location for a new neighborhood park		Medium	<ul style="list-style-type: none"> PRNS (Parks Planning) RDA 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	b. Acquire the property for a 5-6 acre neighborhood park		Medium	<ul style="list-style-type: none"> RDA PRNS (Parks Planning) 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	c. With community input, initiate and complete the Parks Master Plan Process		Medium	<ul style="list-style-type: none"> PRNS (Parks Planning) RDA 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	d. Acquire construction funding		Medium	<ul style="list-style-type: none"> PRNS (Parks Planning) RDA 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	e. Finalize construction drawings		Medium	<ul style="list-style-type: none"> DPW PRNS (Parks Planning) 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> CIP General Fund
	f. Establish a bid process for the construction of the new neighborhood park		Medium	<ul style="list-style-type: none"> DPW PRNS (Parks Planning) 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> General Fund
	g. Construct the new neighborhood park		Long	<ul style="list-style-type: none"> DPW 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> CIP General Fund
B4 Page: 73	Build a new community center in conjunction with the Meadowfair Park expansion	Top Priority Action	Long	<ul style="list-style-type: none"> PRNS RDA DPW (Arch. Services) PBCE (Plan Improv. Div.) 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA Measure P Park Bond
	a. Secure funding for community center construction and community programs		Long	<ul style="list-style-type: none"> RDA 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	b. Develop a concept design for the center, utilizing a community involvement process		Long	<ul style="list-style-type: none"> DPW PRNS 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	c. Complete Parks Master planning and environmental review processes for the community center		Long	<ul style="list-style-type: none"> DPW PRNS 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA
	d. Finalize construction plans		Long	<ul style="list-style-type: none"> DPW 	<ul style="list-style-type: none"> RAC 	<ul style="list-style-type: none"> RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
B4 cont'd	e. Establish a bid process for construction of community center		Long	▪ DPW	▪ RAC	▪ RDA
	f. Construct new community center in West Evergreen neighborhood		Long	▪ DPW	▪ RAC	▪ RDA
B5 Page: 75	Build new sports facilities including outdoor fields for activities such as soccer and a skate park in the conjunction with the Meadowfair Park expansion	Top Priority Action	Long	▪ PRNS ▪ RDA ▪ DPW ▪ PBCE (Planning Divisions) ▪ Nbhd. Orgs.	▪ RAC	▪ RDA
	a. Secure funding for the sports facilities and programming		Long	▪ PRNS ▪ RDA	▪ RAC	▪ RDA
	b. Develop a concept design for the sports complex at Meadowfair Park, utilizing a community involvement process		Long	▪ DPW ▪ RDA ▪ PRNS	▪ RAC	▪ RDA
	c. Complete Parks Master planning and environmental review processes for the sports complex		Long	▪ PBCE (Planning Divisions)	▪ RAC	▪ RDA ▪ General Funds
	d. Finalize construction plans		Long	▪ DPW	▪ RAC	▪ RDA
	e. Establish bid process for construction of the sports complex		Long	▪ DPW	▪ RAC	▪ RDA
	f. Construct the sports complex at Meadowfair Park		Long	▪ DPW	▪ RAC	▪ RDA
B6	Design and construct the expanded Meadowfair Park on the adjacent land acquired for that purpose	High Priority	Medium	▪ PRNS (Parks Planning) ▪ RDA ▪ DPW	▪ RAC	▪ General Fund ▪ RDA
	a. Complete Parks Master Plan process; consider incorporating the following facilities (a1-a4)	High Priority	Medium	▪ DPW ▪ PRNS (Parks Planning)	▪ RAC	▪ RDA
	a1. Pursue a joint-use agreement with LeyVa Middle School for the use of the gymnasium		Short	▪ PRNS (Parks Planning) ▪ RDA	▪ RAC	▪ General Fund

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
B6 <i>cont'd</i>	a2. Build a new swimming pool at Meadowfair Park		Long	<ul style="list-style-type: none"> ▪ DPW ▪ <i>PRNS (Parks Planning)</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA
	a3. Add adequate parking at the existing Meadowfair Park		Short	<ul style="list-style-type: none"> ▪ DOT 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund
	a4. Consider recreating Lower Silver Creek as a restored open channel across the park and connected to the Barberry Lane improvements to the west		Medium	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ SCVWD 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA
B7	Improve and complete the Barberry Lane trail network	High Priority	Medium	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ RDA ▪ DPW ▪ DOT ▪ <i>Nbhd. Orgs.</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ ISTE A
	a. Seek funding for the completion of the existing path along Barberry Lane across Highway 101 to Windmill Springs Park (i.e. pedestrian overpass)		Medium	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ <i>Caltrans</i> ▪ RDA ▪ <i>Nbhd. Orgs.</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ ISTE A ▪ TLC Funds
	b. Extend the path from Windmill Springs Park to Coyote Creek		Medium	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ RDA ▪ <i>Nbhd. Orgs.</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State and Federal Transportation Funds ▪ ISTE A
	c. Negotiate with Caltrans and PG&E for the right-of-way for the path.		Medium	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ <i>Caltrans</i> ▪ <i>PG & E</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ ISTE A
	d. Extend the existing path eastward through Meadowfair Park		Medium	<ul style="list-style-type: none"> ▪ DPW ▪ RDA ▪ <i>PRNS (Parks Planning)</i> ▪ <i>Nbhd. Orgs.</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ ISTE A

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
B7 <i>cont'd</i>	e. Extend the path eastward through the Arcadia property		Medium	<ul style="list-style-type: none"> ▪ DPW ▪ RDA ▪ PRNS (Parks Planning) ▪ Nbhd. Orgs. 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ RDA ▪ ISTE A
	f. Extend the path eastward across Capitol expressway to Thompson Creek		Medium	<ul style="list-style-type: none"> ▪ DPW ▪ RDA ▪ PRNS (Parks Planning) ▪ Nbhd. Orgs. 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ State & Federal Transportation Funds ▪ RDA ▪ ISTE A
B8	Improve facilities at Meadowfair Center	High Priority	Medium (Already initiated)	<ul style="list-style-type: none"> ▪ PRNS ▪ DPW ▪ RDA 	<ul style="list-style-type: none"> ▪ RAC ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund
B9	Incorporate resting areas along paths and trails in the neighborhood	Medium Priority	Short	<ul style="list-style-type: none"> ▪ DPW ▪ PRNS ▪ RDA 	<ul style="list-style-type: none"> ▪ RAC ▪ 	<ul style="list-style-type: none"> ▪ RDA ▪ General Fund
B10	Host more events at Meadowfair park	Medium Priority	Ongoing	<ul style="list-style-type: none"> ▪ Nbhd. Orgs. ▪ City Council 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund
B11	Improve facilities at Meadowfair Park (Phase II improvements)	Medium Priority	Immediate (Already initiated)	<ul style="list-style-type: none"> ▪ PRNS ▪ DPW 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund
B12	Explore a joint use agreement with the school district for the playground facilities at O.B. Whaley Elementary School	Medium Priority	Short	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ School District Funds ▪ General Fund
B13	Provide an entry to Meadowfair Park from Brahms	Low Priority	Medium	<ul style="list-style-type: none"> ▪ DOT ▪ PRNS 	<ul style="list-style-type: none"> ▪ RAC ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund

GOAL C: IMPROVE COMMUNITY FACILITIES AND PROGRAMS**Approach:** *Provide quality community facilities and programs serving all ages and ethnicities.*

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
C1	Promote the use of the proposed library at Tully Road and Kenoga Drive for the Evergreen Service Area	High Priority	Short (Already initiated)	▪ San José Public Library	▪ RAC	▪ Measure O Library Bond
C2	Conduct a public design and development process for the proposed library on Tully Road and Kenoga Drive		Immediate (Already initiated)	▪ San José Public Library	▪ RAC	▪ Measure O Library Bond
C3	Explore the potential for additional library services at the proposed community center at Meadowfair Park		Immediate	▪ San José Public Library	▪ RAC	▪ Measure O Library Bond
C4	Improve level of service of selected neighborhood programs	High Priority	Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CAP Grants ▪ CDBG
	a. Expand and improve after school and summer programs for children from kindergarten through high school		Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CAP Grants ▪ CDBG
	b. Based on a city-wide assessment of the needs of seniors, provide identified services and programs		Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CAP Grants ▪ CDBG
	c. Provide a nutrition program for seniors in the community		Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CAP Grants ▪ CDBG
	d. Provide special educational programs for children and adults		Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CDBG
	e. Sponsor additional social and cultural programs in the neighborhood for community residents		Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CDBG
	f. Ensure adequate staffing for all programs		Short	▪ PRNS	▪ RAC	▪ General Fund ▪ CDBG
C5	Increase police presence in the West Evergreen neighborhood	High Priority	Medium	▪ Police Dept. ▪ <i>City Council</i>	▪ PSS	▪ General Fund
	a. Investigate a potential location for a police drop-in facility or a police training facility in the neighborhood		Short	▪ RDA ▪ <i>Police Dept.</i> ▪ <i>PRNS</i>	▪ RDA	▪ RDA ▪ General Fund

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
C5 <i>cont'd</i>	b. Assign an appropriate number of officers, including Violent Crime Enforcement Team (VCET) to West Evergreen		Immediate	▪ Police Dept. (VCET)	▪ PSS	▪ General Fund
C6	Encourage community involvement in crime prevention efforts		Ongoing	▪ Police Dept. ▪ PRNS ▪ Nbhd. Assoc	▪ PSS	▪ General Fund
	a. Work with the community to employ and sustain gang abatement measures throughout West Evergreen using resources such as the Gang Hotline, Project Pride, The Right Connection, Clean Slate, and the Mayor's Gang Prevention Task Force		Ongoing	▪ Police Dept. ▪ PRNS ▪ Nbhd. Assoc.	▪ PSS	▪ General Fund
	b. Encourage community participation in crime reduction efforts through participation in Neighborhood Watch		Ongoing	▪ Police Dept. ▪ Nbhd. Assoc	▪ PSS	▪ General Fund
	c. Work with the community to prevent truancy on private property using the Truancy Abatement Burglary Suppression (TABS) program		Ongoing	▪ Police Dept. ▪ PRNS ▪ Nbhd. Assoc. ▪ Property Owners	▪ PSS	▪ General Fund
	d. Encourage property owners to participate in the Stop Trespassing on Public/Private Property (STOP) program to reduce trespassing, loitering, and associated activities		Ongoing	▪ Nbhd. Assoc. ▪ Property Owners ▪ Police Dept. ▪ PRNS	▪ RAC	▪ General Fund

GOAL D: BEAUTIFY THE NEIGHBORHOOD**Approach:** *Create attractive and well-maintained streets and public spaces.*

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
D1 Page: 77	Increase the number of regularly scheduled neighborhood “dumpster days,” and increase the number of dumpsters at each event	Top Priority Action	Immediate/ Ongoing	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) ▪ <i>Environ. Services</i> ▪ <i>PRNS</i> ▪ <i>City Council</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ San José Beautiful Grants
	a. Initiate and schedule regular neighborhood clean-up days. Schedule quarterly		Immediate/ Ongoing	<ul style="list-style-type: none"> ▪ Environ. Services ▪ <i>PRNS</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ San José Beautiful Grants
	b. Pursue grant funding opportunities to supplement existing City programs for dumpster days		Immediate/ Ongoing	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ EAUS 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
	c. Advertise the dumpster clean-up days to West Evergreen residents and property owners well in advance		Immediate/ Ongoing	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ EAUS 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
	d. Work with neighborhood organizations and local school districts to communicate new schedules in newsletters and school handouts		Immediate/ Ongoing	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ EAUS 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
D2 Page: 84	Pursue options to improve the appearance of Lower Silver Creek through increased water flow and improved water quality	Top Priority Action	Short-Medium	<ul style="list-style-type: none"> ▪ DPW ▪ ESD ▪ <i>PRNS (Parks Planning)</i> ▪ <i>Fire Dept.</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA ▪ SCVWD ▪ General Fund
	a. Investigate the possibility of using reclaimed water to increase the flow of water in the creek		Short	<ul style="list-style-type: none"> ▪ SCVWD ▪ <i>DPW</i> ▪ <i>ESD</i> ▪ <i>RWQCB</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ SCVWD ▪ General Fund
	b. Explore coordinating with the Fire Department to flush fire hydrants into the creek		Short	<ul style="list-style-type: none"> ▪ Fire Dept. ▪ <i>RWQCB</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund
	c. Pursue applications for grants to complete studies and explore creek improvement options		Short	<ul style="list-style-type: none"> ▪ PRNS ▪ ESD ▪ <i>PBCE (Planning Division)</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG
	d. Explore sponsorship by local businesses and corporations for the creek improvements		Short	<ul style="list-style-type: none"> ▪ OED ▪ <i>RDA</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
D2 cont'd	e. Develop an overall restoration plan for Lower Silver Creek		Short	<ul style="list-style-type: none"> ▪ DPW ▪ ESD ▪ SCVWD ▪ PRNS (Parks Planning) 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA ▪ SCVWD
	f. Negotiate a joint-use agreement with the Santa Clara Valley Water District, if necessary		Short	<ul style="list-style-type: none"> ▪ PRNS (Parks Planning) ▪ DPW ▪ SCVWD 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ SCVWD ▪ RDA
	g. Complete improvement plans for Lower Silver Creek		Short	<ul style="list-style-type: none"> ▪ DPW ▪ ESD ▪ SCVWD ▪ PRNS (Parks Planning) 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ SCVWD ▪ RDA
	h. Establish a bid process for the creek improvements		Short	<ul style="list-style-type: none"> ▪ DPW ▪ PRNS (Parks Planning) 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA
	i. Construct the Lower Silver Creek improvements		Short	<ul style="list-style-type: none"> ▪ DPW 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA ▪ SCVWD
D3 Page: 99	Encourage the development of vacant and underutilized sites in the neighborhood including the KLOK radio station transmission towers site and the site at the northwest corner of King Road and Lexann Avenue	Top Priority Action	Short	<ul style="list-style-type: none"> ▪ OED ▪ RDA ▪ PRNS ▪ DPW ▪ Property Owners 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
	a. Consider alternate sites for the KLOK transmission towers (possible site at the Highway 101/Tully Road interchange)		Short	<ul style="list-style-type: none"> ▪ RDA ▪ OED 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
	b. Pursue funding opportunities, including grant funding, to acquire any vacant sites required for public use		Short	<ul style="list-style-type: none"> ▪ RDA ▪ OED 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
	c. Secure funding to acquire the appropriate vacant sites in the neighborhood		Short	<ul style="list-style-type: none"> ▪ RDA ▪ OED 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
	d. Develop agreements with private property owners to acquire any vacant land in West Evergreen		Short	<ul style="list-style-type: none"> ▪ RDA ▪ OED 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
D3 <i>cont'd</i>	e. Create development plans for vacant properties		Short	<ul style="list-style-type: none"> ▪ RDA ▪ OED 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
D4	Work with property owners and apartment managers to promptly replace dumpsters in building trash enclosures after garbage pick-up	High Priority	Immediate	<ul style="list-style-type: none"> ▪ PRNS ▪ Code Enforcement 	<ul style="list-style-type: none"> ▪ EAUS 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG ▪ San José Beautiful Grants
D5	Provide landscaping improvements at the Highway 101 on- and off-ramps at the Tully Road and Capitol Expressway interchanges	High Priority	Short	<ul style="list-style-type: none"> ▪ Caltrans 	<ul style="list-style-type: none"> ▪ EAND ▪ TS 	<ul style="list-style-type: none"> ▪ Caltrans
D6	Expand existing landscaping and neighborhood beautification programs	High Priority	Short	<ul style="list-style-type: none"> ▪ DOT ▪ VTA ▪ <i>Nbhd. Orgs.</i> ▪ <i>PRNS</i> ▪ <i>Environ. Services</i> 	<ul style="list-style-type: none"> ▪ EAND ▪ TS ▪ RAC ▪ EAUS 	<ul style="list-style-type: none"> ▪ RDA ▪ General Fund ▪ San José Beautiful Grants ▪ VTA
	a. Maintain the flower planting program		Immediate/ Ongoing	<ul style="list-style-type: none"> ▪ Property Owners ▪ <i>DOT</i> ▪ <i>Our City Forest</i> 	<ul style="list-style-type: none"> ▪ EAND ▪ RAC ▪ TS 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
	b. Plant street trees in areas of the neighborhood which currently lack trees and shade canopy		Immediate	<ul style="list-style-type: none"> ▪ DOT ▪ <i>Our City Forest</i> 	<ul style="list-style-type: none"> ▪ TS ▪ EAND 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
	c. Implement neighborhood weeding and watering program		Immediate	<ul style="list-style-type: none"> ▪ Nbhd. Orgs. ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
	d. Maintain landscaping and trees over time		Immediate	<ul style="list-style-type: none"> ▪ Nbhd. Orgs. ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants
D7	Initiate shopping center façade and sign improvement programs.	High Priority	Short	<ul style="list-style-type: none"> ▪ RDA 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ RDA
D8	Improve code enforcement	High Priority	Immediate	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG
	a. Increase community awareness of existing codes and code enforcement procedures through education programs and other means		Immediate	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
D8 <i>cont'd</i>	b. Hire additional code enforcement staff		Immediate (Already initiated)	▪ PBCE (Code Enf.)	▪ EAND	▪ General Fund ▪ CDBG
	c. Focus code enforcement efforts on neglected properties		Immediate	▪ PBCE (Code Enf.)	▪ EAND	▪ General Fund ▪ CDBG
D9	Improve Code Enforcement efforts to clean up trash and illegal dumping on vacant sites, particularly on the Arcadia property behind the MeadowFair neighborhood and the LeyVa Middle School	High Priority	Immediate	▪ PRBE (Code Enf.)	▪ EAND	▪ General Fund ▪ CDBG
D10	Strengthen and support ongoing neighborhood clean-up and maintenance programs throughout the neighborhood	High Priority	Immediate/ Ongoing	▪ PBCE (Code Enf.) ▪ Nbhd. Assoc. ▪ <i>City Council</i>	▪ EAND	▪ General Fund ▪ CDBG
D11	Increase community awareness of the City's Shopping Cart Ordinance and participation in efforts to reduce stray and abandoned shopping carts in the neighborhood	Medium Priority	Immediate/ Ongoing (Already initiated)	▪ PBCE (Code Enf.)	▪ EAND	▪ General Fund ▪ CDBG
D12	Beautify the public environment by installing public art in public spaces and community facilities throughout the neighborhood	Medium Priority	Short	▪ Office of Cultural Affairs ▪ <i>RDA</i> ▪ <i>Private Investors</i>	▪ EAND	▪ RDA ▪ Private Investors ▪
D13	Remove abandoned or inoperable vehicles from public streets and private parking areas. Communicate information about existing services and programs regarding inoperable vehicles	Medium Priority	Immediate	▪ Community members ▪ PBCE (Code Enf.)	▪ EAND	▪ General Fund ▪ CDBG
D14	Increase community awareness and participation in the City's Anti-Graffiti program and continue anti-vandalism programs. Communicate information about the City's Anti-Graffiti program	Medium Priority	Immediate	▪ PRNS (Anti-Graffiti Program)	▪ EAND	▪ General Fund ▪ PRNS (Anti-Graffiti Program)
D15	Provide permanent trash cans at key locations	Medium Priority	Immediate	▪ Environ. Services ▪ <i>PRNS</i>	▪ EAUS ▪ RAC	▪ General Fund ▪ Measure P Park Bond

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
D16	Address parking issues in the neighborhood	Low Priority	Short	<ul style="list-style-type: none"> ▪ DOT ▪ <i>PBCE (Code Enforcement)</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG
	a. Enforce parking regulations to enable regular street sweeping		Immediate	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) ▪ DOT ▪ <i>Nbhd. Orgs.</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG
	b. Address illegal truck parking by providing legal parking areas through a city-wide program		Short	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) ▪ <i>RDA</i> ▪ <i>Private Investors</i> 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA ▪ Private Funding
	c. Identify areas for street sweeping parking prohibitions; post signs regarding parking prohibitions		Immediate	<ul style="list-style-type: none"> ▪ DOT ▪ Nbhd. Orgs. 	<ul style="list-style-type: none"> ▪ TS 	<ul style="list-style-type: none"> ▪ General Fund ▪ TDA Grants
D17	Implement anti-litter program in the neighborhood schools	Low Priority	Immediate	<ul style="list-style-type: none"> ▪ School district ▪ <i>Nbhd. Orgs.</i> ▪ <i>PRNS</i> 	<ul style="list-style-type: none"> ▪ EAUS ▪ RAC 	<ul style="list-style-type: none"> ▪ San José Beautiful Grants ▪ General fund
D18	Improve maintenance at Lion Shopping Center	Low Priority	Short	<ul style="list-style-type: none"> ▪ Property Owners 	<ul style="list-style-type: none"> ▪ EAUS 	<ul style="list-style-type: none"> ▪ Private Investment
D19	Remove/relocate homeless encampments at the Highway 101 on- and off-ramps	Low Priority	Short	<ul style="list-style-type: none"> ▪ Caltrans ▪ <i>Housing</i> 	<ul style="list-style-type: none"> ▪ PSS ▪ EAUS 	<ul style="list-style-type: none"> ▪ General Fund ▪ Housing and Homeless Fund

GOAL E: ENHANCE RETAIL SERVICES**Approach:** *Improve retail areas and provide quality restaurants, shopping, and entertainment.*

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
E1	Promote the Redevelopment Agency Façade Improvement Program and other city programs to enhance the appearance of commercial areas	High Priority	Short	<ul style="list-style-type: none"> ▪ RDA ▪ <i>PRNS</i> 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ RDA ▪ Private Investment
	a. Identify specific properties or blocks to improve		Short	<ul style="list-style-type: none"> ▪ RDA ▪ <i>Nbhd. Orgs.</i> ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ RDA
	b. Development improvement strategies to enhance the appearance of commercial areas		Short	<ul style="list-style-type: none"> ▪ RDA ▪ <i>Nbhd. Orgs.</i> ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ RDA ▪ Private Investment
E2	Attract quality restaurants to the West Evergreen neighborhood	Medium Priority	Short-Medium	<ul style="list-style-type: none"> ▪ OED ▪ <i>Nbhd. Orgs.</i> ▪ <i>RDA</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ Private Investment
E3	Improve retail services at Eastridge Mall	Low Priority	Short	<ul style="list-style-type: none"> ▪ RDA ▪ <i>Property Owners</i> ▪ <i>Nbhd. Orgs.</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ RDA ▪ Private Investment
	a. Encourage a new movie theater to locate in the area		Short	<ul style="list-style-type: none"> ▪ OED ▪ <i>Property Owners</i> ▪ <i>RDA</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ RDA ▪ Private Investment
	b. Attract youth-oriented retail/activities at the Eastridge mall		Short	<ul style="list-style-type: none"> ▪ OED ▪ <i>Property Owners</i> ▪ <i>RDA</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ RDA ▪ Private Investment
E4	Upgrade shopping areas (on Tully Road, King Road and, Capitol Expressway)	Low Priority	Short	<ul style="list-style-type: none"> ▪ RDA ▪ <i>Nbhd. Orgs.</i> ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ Private Investment ▪ RDA
E5	Enforce regulations requiring commercial properties to enclose and lock dumpsters	Low Priority	Immediate	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) ▪ <i>Environ. Services</i> ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAUS 	<ul style="list-style-type: none"> ▪ General Fund ▪ Private Investment ▪ CDBG

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
E6	Provide attractive landscaping in retail areas	Low Priority	Short	<ul style="list-style-type: none"> ▪ RDA ▪ <i>PBCE (Code Enf.)</i> ▪ <i>Property Owners</i> 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ Private Investment ▪ RDA
E7	Enforce the Sign Ordinance	Low Priority	Immediate	<ul style="list-style-type: none"> ▪ PBCE (Code Enf.) 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ Private Investment ▪ CDBG

GOAL F: ENCOURAGE ONGOING COMMUNICATION

Approach: Ensure ongoing communication between the community, City departments, and local agencies to successfully implement the neighborhood improvement plan.

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
F1 Page: 93	Increase communication between the City and the community through existing and new organizations, workshops, newsletters and informational packets for tenants	Top Priority Action	Immediate	<ul style="list-style-type: none"> ▪ PRNS ▪ RDA ▪ Nbhd. Assoc. 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA ▪ CAP Grants
	a. Establish a schedule of City presentations at West Evergreen neighborhood meetings and workshops		Immediate	<ul style="list-style-type: none"> ▪ PRNS ▪ DOT ▪ RDA ▪ PBCE (Code Enforcement) ▪ Housing 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund
	b. Appoint several West Evergreen residents to act as community liaisons to help disseminate information and answer residents' questions		Immediate	<ul style="list-style-type: none"> ▪ Nbhd. Assoc. ▪ PRNS 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ No Funding Needed
	c. Widely distribute the Neighborhood Trouble Shooter		Immediate	<ul style="list-style-type: none"> ▪ PRNS ▪ Nbhd. Assoc. 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund
	d. Publicize the City's website (www.ci.san-jose.ca.us) and the 24-hour call center number (408-277-4000)		Immediate	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ No Funding Needed
	e. Distribute information packets to new residents to the neighborhood		Immediate	<ul style="list-style-type: none"> ▪ Nbhd. Assoc. 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund ▪ CAP Grants
	f. Connect people to the correct City department to address issues		Immediate	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ No Funding Needed
	g. Distribute City code information in multiple languages (e.g., enclose with water bill, hold community forum)		Immediate	<ul style="list-style-type: none"> ▪ PRNS 	<ul style="list-style-type: none"> ▪ RAC 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA
F2	Keep the neighborhood informed about development at the Arcadia property	High Priority	Immediate	<ul style="list-style-type: none"> ▪ PBCE (Planning) 	<ul style="list-style-type: none"> ▪ EAND 	<ul style="list-style-type: none"> ▪ General Fund ▪ RDA

	Strategy/Action	Priority	Time Frame Immediate = 0-18 mos Short = 0-3 yrs Medium = 4-6 yrs Long = 7+ yrs	Lead Responsibility & Other Partners	City Service Areas	Potential Funding Sources
F3	Encourage the establishment of new community organizations, and strengthen existing organizations to help implement the West Evergreen SNI Neighborhood Improvement Plan	Medium Priority	Immediate	▪ PRNS	▪ RAC	▪ General Fund ▪ CAP Grants ▪ CDBG
F4	Improve police-youth interaction	Low Priority	Immediate	▪ Police Dept. ▪ <i>Nbhd. Orgs.</i> ▪ <i>School District</i>	▪ PSS	▪ General Fund
F5	Conduct more workshops and public meetings in the neighborhood (in multiple languages) to create forums for residents to obtain information and to give input	Low Priority	Immediate/ Ongoing	▪ PRNS ▪ <i>RDA</i>	▪ EAND	▪ RDA

Implementation

A well-defined program for implementation is essential to completing the priority actions of the West Evergreen Neighborhood Improvement Plan. The following section is an overall strategy for implementing the highest priority actions. These strategies and principles have proven to be the key ingredients to successful plans. However, they require a great deal of leadership and commitment from City departments and agencies, local businesses, as well as continuing involvement of community groups in responsibly guiding the West Evergreen Neighborhood Improvement Plan into the future.

The NAC has been the lead group in working with the community to develop the Neighborhood Improvement Plan. This committee has successfully created a vision for the community, and has developed priority actions, which will help to achieve the community's vision.

In the next stage of the project, Implementation, West Evergreen residents will form another neighborhood committee. This Plan Implementation Committee will have several primary responsibilities:

- Champion for the implementation of West Evergreen's "top ten" priority actions, seek funding from the City and other funding sources, and ensure project completion
- Provide input to the City for design and development of public projects
- Act as an information liaison to the neighborhood on the status of projects in West Evergreen
- Periodically review the action plan and reset priorities based on past accomplishments and existing conditions
- Coordinate with neighborhood associations, business associations, and the PAC on appropriate redevelopment projects within West Evergreen.

The City will facilitate the establishment of procedures for formation of the committee, selection of the committee members, and the scheduling and conduct of regular meetings.

As part of the plan implementation process, the committee will adhere to the following guiding principles to help ensure the community's goals and objectives.

■ **BUILD ON OUR STRENGTHS**

The West Evergreen neighborhood has many identified assets and strengths. Community strengths include dedicated residents, existing infrastructure and facilities, and neighborhood programs and services. The community must continue to support existing programs and build on these strengths as a step towards implementing priority actions.

■ **DEVELOP A REALISTIC TIMEFRAME**

Not all of the actions contained in the West Evergreen Neighborhood Improvement Plan can (or should) happen immediately. The "Top Ten" Priority Actions and the Strategic Action Plan offer a guide for staging West Evergreen neighborhood improvements.

■ **IDENTIFY ROLES AND RESPONSIBILITIES**

The dedication, commitment, and accountability provided by a lead organization are key to successful implementation. The strategic action portion of this Plan identifies lead responsibility and partnerships. The Plan Implementation Committee will work with the responsible organizations to determine action steps and responsibilities.

■ **ESTABLISH MEASURABLE PERFORMANCE INDICATORS**

In order to determine whether or not an action has been completed, it is necessary to create measures of success. It is important that the community can objectively measure these indicators so that success of neighborhood improvements can not be left open to interpretation. Easily measured outcomes also provide concrete and realistic goals and objectives.

■ MONITOR AND EVALUATE ONGOING PROGRESS

A neighborhood improvement plan is not static. Strategic planning is dynamic and changes as projects are completed and the community collectively identifies new directions. Over time, resources, opportunities, and new challenges will present themselves to the community.

Regular updates to the West Evergreen Neighborhood Improvement Plan are necessary to ensure continued progress towards achieving the community's vision. Periodic assessments of the plan help to identify barriers and to determine if "mid-course corrections are needed", and also help to identify accomplishments. Demonstrated achievements can help to sustain or increase community support for the Plan.

The Neighborhood Improvement Plan provides a framework for improving the appearance, services and quality of life in West Evergreen and illustrates the commitment of community members and the City of San José essential to the successful implementation of the Plan. The Neighborhood Improvement Plan builds on previous and existing efforts in West Evergreen. There are several City departments sharing the main responsibility for overseeing the plan implementation.

The matrix on the previous pages illustrates the lead responsibilities and partners who will work together to ensure plan implementation. There are many City departments and agencies that share responsibility for ensuring successful plan implementation and community involvement. Following is a list of the main lead agencies and departments, with brief descriptions of their responsibilities.

- The Department of Parks, Recreation and Neighborhood Services (PRNS) is the lead City department responsible for overseeing plan implementation and will play a role in many of the "Top Ten" Priority Actions. Additionally, the PRNS will work with the Plan Implementation Committee to ensure continued community involvement and communication.
- The Department of Planning, Building, and Code Enforcement (PBCE) will be responsible for interpreting the Plan, providing

implementation approaches and delivering Code Enforcement Services.

- The San José Redevelopment Agency (RDA) will provide funding and support for implementation of many of the top priority actions. The RDA is responsible for redevelopment activity within the West Evergreen neighborhood, including façade improvement programs, upgrades to transportation systems, and constructing new parks and other community facilities.
- Many of the "Top Ten" Priority Actions in West Evergreen are focused on transportation improvements. The Department of Transportation (DOT) is an integral part of ensuring implementation of these improvements. The DOT is responsible for many programs that are included in the West Evergreen Neighborhood Improvement Plan, including traffic calming, street maintenance, street light repair, coordination with VTA, and managing city street trees and landscaping programs.
- The Department of Public Works (DPW) is responsible for planning, design, and construction services for facilities and infrastructure in West Evergreen. For many of the West Evergreen action strategies, the DPW will be working with other City departments, such as the DOT, to provide upgrades to existing infrastructure, or to construct new facilities to serve the community.

These departments and agencies will work with other City departments, regional agencies, neighborhood associations and community members to ensure the success of neighborhood improvement strategies in West Evergreen.

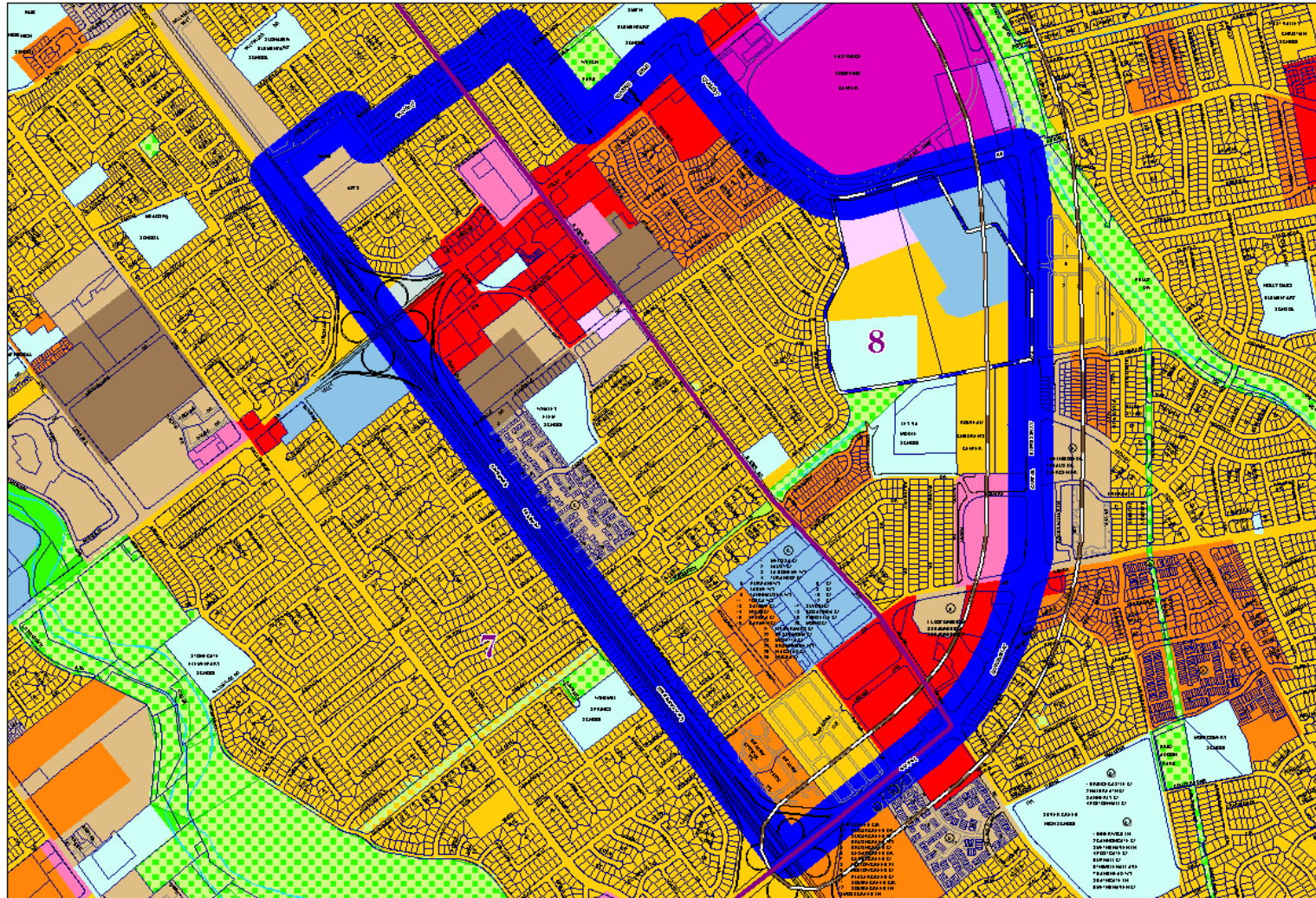
GLOSSARY OF ACRONYMS

CAP	Community Action and Pride
CDBG	Community Development Block Grant
CIP	Capital Improvement Program
DOT	Department of Transportation
DPW	Department of Public Works
EAND	Economic and Neighborhood Development
EAUS	Environment and Utility Services
ESD	Environmental Services Division
ISTEA	Inter-modal Surface Transportation Efficiency Act
OED	Office of Economic Development
PBCE	Department of Planning, Building and Code Enforcement
PGE	Pacific Gas and Electric
PRNS	Department of Parks, Recreation and Neighborhood Services
PSS	Public Safety Services
RAC	Recreation and Cultural Services
RDA	Redevelopment Agency
SCVWD	Santa Clara Valley Water District
SNI	Strong Neighborhoods Initiative
STOP	Stop Trespassing on Public/Private Property
TABS	Truancy Abatement Burglary Suppression Program

TDA	Transportation Development Act
TS	Transportation Services
VTA	Valley Transportation Authority
VCET	Violent Crime Enforcement Team

Appendix

West Evergreen SNI Planning Area



Land Use / Transportation Diagram



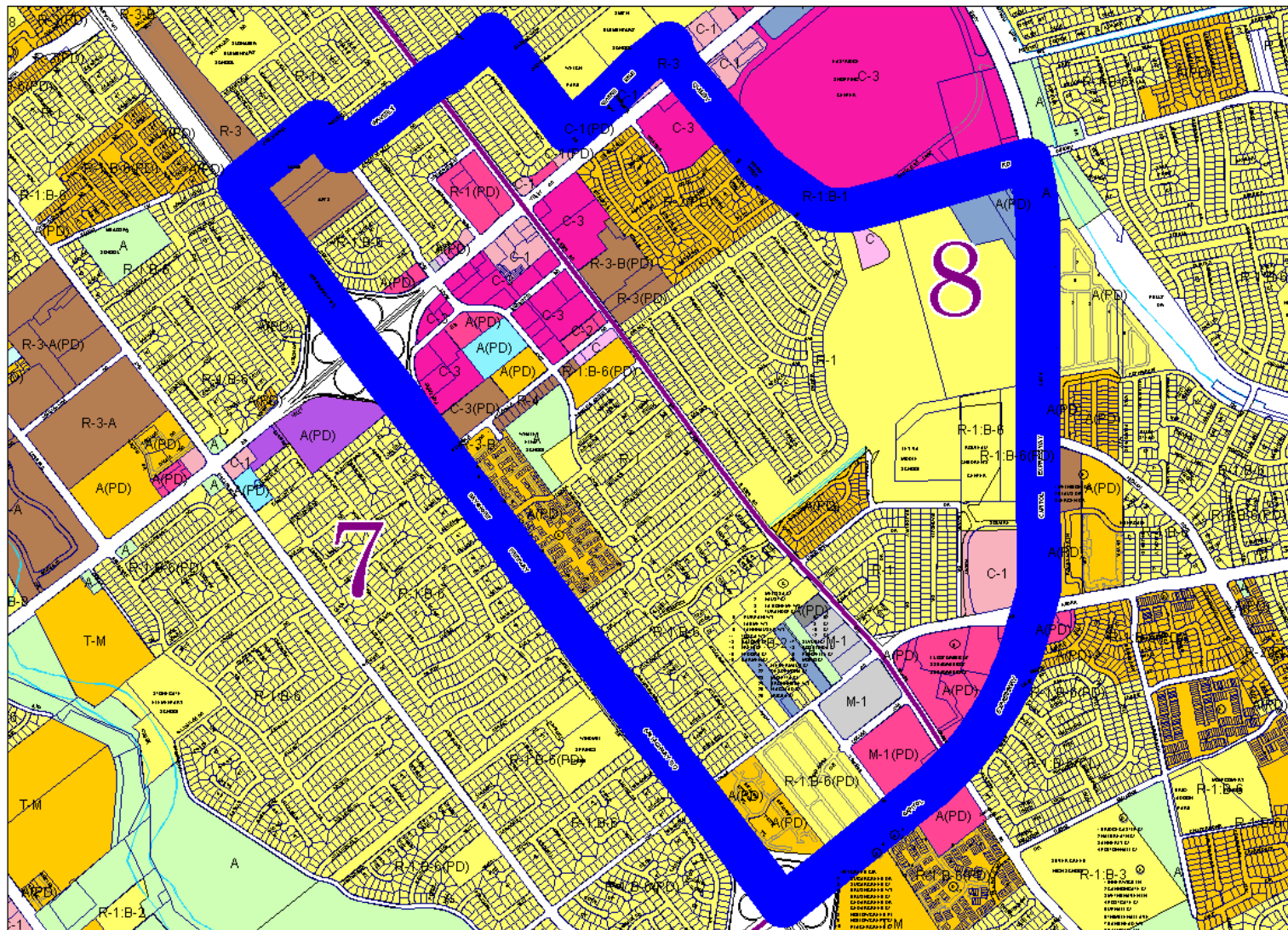
Prepared by the Department of Planning, Building & Code Enforcement
Planning Services Division
September 26, 2001

— Council District Boundary
— Neighborhood Boundary



Scale: 1" = 1150'

West Evergreen SNI Planning Area



Prepared by the Department of Planning,
Building & Code Enforcement
Planning Services Division
August 24, 2001

Zoning Zoning Districts

OS	Open Space
A	Agricultural
R-1-8	Single-Family Residential
R-1-5	
R-1-2	
R-1-1	
R-2	Two-Family Residential
R-M	Multi-Family Residential
R-1-RR	Rural Residential
R-MH	Mobilehome Residential
CO	Commercial Office
CP	Commercial Pedestrian
CN	Commercial Neighborhood
CG	Commercial General
IP	Industrial Park
LI	Light Industrial
HI	Heavy Industrial
(PD)	Planned Development (overlay district that's combined with one of the conventional zoning districts listed above, that allow any specifically approved use or uses)

Zoning Labels (Sample)

A(PD)	Zoning District
93050	Zone Change File Number (e.g., FDC95-08-030)
34.0 DU/A	Approved Residential Density (dwelling unit per acre)

Map Legend

	Zone District Boundary
	Historic District Boundary (will require Planning permit)
	Historic City Landmark (will require Planning permit)

White parcels indicate unincorporated property

	City Council District Boundary
	West Evergreen Planning Area Boundary



Scale: 1" = 1080'

West Evergreen

Streets Recommended for Chip Seal

CD	Street ID	Street Name	From	To	Length (ft)	Width (ft)	Area (sq. ft)	Treatment	Program Year
8	301	ABORN RD	W END	111' E/O STANHOPE	745	32	23840	Chip Seal	2001
7	301	ABORN RD	433'e/o TOWERS	KING RD	418	34	14212	Chip Seal	2001
8	301	ABORN SQ	487' N/O ABORN RD	CAPITAL EXPRESS	1063	44	46772	Chip Seal	2001
8	302	ABORN SQ	ABORN RD	487' N/O ABORN RD	487	50	24350	Chip Seal	2001
8	301	AIDA AV	RIGOLETTO DR	S END	1804	32	57726	Chip Seal	2001
7	301	ALDRICH WY	KING RD	FONTAINE RD	2010	32	66573	Chip Seal	2001
7	301	ARMSTEAD CT	BARBERRY LN	S END	122	26	4176	Chip Seal	2001
8	301	ATWOOD DR	MONROVIA DR	S END	1100	26	29610	Chip Seal	2001
7	301	BARBERRY CT	DINA LN	W END	498	32	16605	Chip Seal	2001
8	301	BARBERRY LN	CORDA DR	KING	1245	27	35703	Chip Seal	2001
7	301	BARBERRY LN	KING	BARBERRY CT	1406	26	36558	Chip Seal	2001
7	301	BARROW CT	BARBERRY LN	S. END	150	26	3900	Chip Seal	2001
7	301	BEECHER CT	JESSICA WY	NLEND	188	32	6687	Chip Seal	2001
7	221	BLUEBELL AV	HONEYSUCKLE DR	DIXIE DR	1035	32	34020	Chip Seal	2001
7	301	BOWLING GREEN DR	KING RD	ALVIN AV	824	32	26370	Chip Seal	2001
8	301	BRADBURY DR	MONROVIA DR	ABORN RD	1224	32	39168	Chip Seal	2001
8	301	BRAHMS AV	E END	RIGOLETTO DR	1199	32	38367	Chip Seal	2001
8	301	BRAHMS AV	RIGOLETTO DR	TULLY RD	1740	36	62640	Chip Seal	2001
8	301	BRAHMS CT	BRAHMS AV	W END	151	26	4932	Chip Seal	2001
7	301	BUNKER CT	JESSICA WY	S END	186	32	6624	Chip Seal	2001
7	301	CITRUS GROVE CT	STANHOPE DR	W END	498	32	16605	Chip Seal	2001
8	221	CLARICE DR	ORLANDO DR	HURAN DR	530	32	17316	Chip Seal	2001
8	221	CLARICE DR	HURAN DR	1295'E/HURAN DR	1295	34	44388	Chip Seal	2001
8	301	CORDA DR	MONROVIA DR	N END	529	32	16929	Chip Seal	2001
7	221	DENALI WY	LANAI AV	TOLBERT DR	1150	32	38331	Chip Seal	2001
7	301	DINA CT	DINA LN	W END	408	32	13725	Chip Seal	2001
8	301	DINA LN	BARBERRY LN	ALDRICH WY	497	32	15903	Chip Seal	2001
7	221	DIXIE DR	LANAI AV	SEACLIFF WY	565	32	19161	Chip Seal	2001
8	301	EDGEBANK DR	BRAHMS AV	QUIMBY RD	780	32	24957	Chip Seal	2001
8	301	EDGECREST DR	BRAHMS AV	HURAN CT	485	32	15516	Chip Seal	2001
8	301	EDGE DALE CT	EDGECREST DR	S END	374	26	10728	Chip Seal	2001
8	301	EDGEFIELD CT	EDGEVIEW DR	S END	198	26	6156	Chip Seal	2001
8	301	EDGEFORT CT	BRAHMS AV	W END	486	32	16227	Chip Seal	2001
8	301	EDGE GATE DR	EDGEVIEW DR	QUIMBY RD	1050	32	34173	Chip Seal	2001
8	301	EDGESTONE CR	BRAHMS AV	BRAHMS AV	1118	32	36774	Chip Seal	2001
8	301	EDGEVIEW CT	EDGEVIEW DR	S END	192	26	6003	Chip Seal	2001
8	301	EDGEVIEW DR	QUIMBY RD	BRAHMS AV	862	32	27585	Chip Seal	2001
8	301	ENESCO AV	PUCCINI AV	OPHELIA AV	240	32	9117	Chip Seal	2001
8	301	ENESCO AV	OPHELIA AV	OTHELLO AV	242	32	7740	Chip Seal	2001
8	301	ENESCO AV	OTHELLO AV	AIDA AV	238	32	7614	Chip Seal	2001
8	301	ENESCO AV	AIDA AV	KING RD	1040	32	33282	Chip Seal	2001
7	301	FLANIGAN DR	FONTAINE RD	ALVIN AV	1180	36	42480	Chip Seal	2001
7	301	FLANIGAN DR	ALVIN AV	KING RD	724	36	25974	Chip Seal	2001
7	301	FONTAINE RD	ALDRICH WY	3061 N/O ALDRICH	3061	30	91827	Chip Seal	2001
7	301	GALENA DR	DINA LN	ALDRICH WY	606	32	20151	Chip Seal	2001

7	301	HAMRICK CT	JESSICA WY	S END	187	32	6651	Chip Seal	2001
7	221	HONEYSUCKLE DR	TAMPA WY	LANAI AV	835	32	27621	Chip Seal	2001
8	301	HURAN CT	S END	EDGECREST DR	404	26	11511	Chip Seal	2001
8	301	HURAN DR	EDGECREST DR	TULLY RD	848	32	27136	Chip Seal	2001
8	301	IRWINDALE DR	MONROVIA DR	ABORN RD	1155	32	36963	Chip Seal	2001
7	301	JESSICA WY	GALENA DR	KING RD	1134	32	36288	Chip Seal	2001
8	221	KENESTA WY	CLARICE DR	TULLY RD	250	36	10080	Chip Seal	2001
8	301	KING CT	KING RD	N END	50	32	2268	Chip Seal	2001
7	301	KYRA CR	BARBERRY LN	BARBERRY LN	987	32	32319	Chip Seal	2001
7	221	LANAI AV	WAVERLY AVE	TULLY RD	1850	52	97101	Chip Seal	2001
7	301	LEXANN AV	SILVER CREEK RD	TOWERS LN	758	56	42444	Chip Seal	2001
7	301	LONGACRE CT	BARBERRY LN	S. END	171	26	4446	Chip Seal	2001
7	301	MELISSA CT	S. END	FLANIGAN DR	177	32	5664	Chip Seal	2001
8	301	MONROVIA DR	ABORN SQUARE	ATWOOD DR	280	32	8964	Chip Seal	2001
8	301	MONROVIA DR	ATWOOD DR	BRADBURY	522	34	17748	Chip Seal	2001
8	301	MOZART AV	RIGOLETTO DR	CHOPIN AV	886	32	28350	Chip Seal	2001
7	301	NICKEL AV	ALVIN AV	KING RD	1046	32	33471	Chip Seal	2001
8	301	OPHELIA AV	RIGOLETTO DR	ENESCO	1000	32	32000	Chip Seal	2001
7	301	ORANGEWOOD	STAGHORN LN	STANHOPE DR	971	32	31072	Chip Seal	2001
8	221	ORLANDO DR	WAVERLY AVE	CLARICE DR	2410	32	78471	Chip Seal	2001
8	301	OTHELLO AV	CHOPIN AV	RIGOLETTO DR	2014	32	64449	Chip Seal	2001
8	301	PAGANINI AV	CHOPIN AV	RIGOLETTO DR	770	32	24642	Chip Seal	2001
8	221	PALMIRA WY	ORLANDO DR	CLARICE DR	1200	32	39573	Chip Seal	2001
8	301	PUCCINI AV	RIGOLETTO DR	CHOPIN AV	1360	32	43524	Chip Seal	2001
7	301	REDFIELD CT	STANHOPE DR	W END	496	32	16542	Chip Seal	2001
7	221	SEACLIFF WY	TULLY RD	SEMINOLE WY	770	32	25902	Chip Seal	2001
7	221	SEMINOLE WY	SEACLIFF WY	S KING RD	560	32	18549	Chip Seal	2001
8	301	SIBELIUS AV	RIGOLETTO DR	CHOPIN AV	670	32	25830	Chip Seal	2001
7	301	STAGHORN CT	STALLION WY	E END	20	26	1530	Chip Seal	2001
7	301	STAGHORN LN	STALLION WY	ORANGEWOOD DR	772	32	25956	Chip Seal	2001
7	301	STALLION WY	BARBERRY LN	S END	416	36	14976	Chip Seal	2001
7	301	STANHOPE CT	STANHOPE DR	W END	228	26	6939	Chip Seal	2001
7	301	STANHOPE DR	ABORN RD	ORANGEWOOD DR	794	32	25407	Chip Seal	2001
7	301	STANHOPE DR	ORANGEWOOD DR	STANHOPE CT	330	26	8577	Chip Seal	2001
7	301	STANHOPE DR	STANHOPE CT	STAGHORN LN	198	32	6336	Chip Seal	2001
7	301	STEMPLE CT	JESSICA WY	N END	186	32	6624	Chip Seal	2001
7	221	TAMPA CT	TAMPA WY	W END	320	32	11601	Chip Seal	2001
7	221	TAMPA WY	WAVERLY AVE	SEMINOLE WY	1872	32	61524	Chip Seal	2001
7	221	TOLBERT CT	E/END	TOLBERT DR	466	32	14912	Chip Seal	2001
7	221	TOLBERT DR	DENALI WY	LANAI AV	710	32	23166	Chip Seal	2001
7	301	TOWERS LN	CAPITOL EX	LEXANN AV	796	37	29358	Chip Seal	2001
7	301	TOWERS LN	LEXANN AV	ABORN	450	26	12060	Chip Seal	2001
8	301	TUSTIN DR	KING RD	BRADBURY DR	1042	32	33345	Chip Seal	2001
8	301	VANPORT CT	VANPORT DR	S END	173	32	6210	Chip Seal	2001
8	301	VANPORT DR	KING RD	TUSTIN DR	950	32	30402	Chip Seal	2001
7	221	WAVERLY AV	S KING RD	LANAI AV	1105	32	36261	Chip Seal	2001
							2362258		
Total 30-ft Mile							14.91		

Streets Recommended for Resurfacing

CD	Street ID	Street Name	From	To	Length (ft)	Width (ft)	Area (sq. ft)	Treatment	Program Year	
7	301	ALVIN AV	BOWLING GREEN	ALDRICH WY	1554	32	49728	Resurfacing	2002	PW-R
7	301	ALVIN AV	FLANIGAN DR	BOWLING GREEN D	518	32	16576	Resurfacing	2002	
7	301	BURDETTE DR	ALVIN AV	KING RD	770	36	27720	Resurfacing	2002	will be slurry street after resurfacing
7	301	CAMINO ECCO	TIERRA BUENA DR	ALVIN AV	937	32	29988	Resurfacing	2002	PW-R
7	301	CENTER RIDGE DR	ALVIN AV	BOWLING GREEN D	958	32	30654	Resurfacing	2002	Chip to Resur 5-16-01
8	301	CHOPIN AV	N END	W END	2544	32	81828	Resurfacing	2002	NOVA
7	301	ENESCO AV	KING RD	ALVIN AVE	1042	32	33344	Resurfacing	2002	PW-R
7	301	FONTAINE RD	3160'N/ALDRICH	ALVIN AV	752	37	27828	Resurfacing	2002	will be slurry street after resurfacing
8	301	HURAN DR	TULLY RD	WAVERLY AVE	1488	32	28728	Resurfacing	2002	NOVA
8	301	MONROVIA DR	CORDA DR	KING RD	894	32	28608	Resurfacing	2002	PW-R
8	301	MONROVIA DR	BRADBURY	CORDA DR	347	34	11798	Resurfacing	2002	PW-R
8	301	OPHELIA AV	ENESCO	CHOPIN AV	1006	32	32192	Resurfacing	2002	PW-R
8	301	OPHELIA CT	OPHELIA AV	E END	113	32	4401	Resurfacing	2002	PW-R
8	301	RIGOLETTO DR	QUIMBY RD	KING RD	2316	32	74115	Resurfacing	2002	NOVA
7	301	SARALYNN DR	KING RD	ALVIN AV	1030	32	32958	Resurfacing	2002	NOVA
7	301	TIERRA BUENA DR	KING RD	ALVIN RD	1019	32	32607	Resurfacing	2002	PW-R
8	221	WAVERLY AV *	KING RD S	HURAN DR	800	32	25600	Resurfacing	2002	NOVA
7	301	TIERRA BUENA DR	ALVIN AV	FONTAINE RD	915	32	29277	Resurfacing	2002	
					Total 30-ft Mile		3.77			

* Extend to East end (in actual construction)

Streets Recommended for Slurry Seal

CD	Street ID	Street Name	From	To	Treatment*	Program Year*	Comments
7	301	ALVIN AV	TULLY RD	FONTAINE RD	Slurry Seal	2001	added from SNI street
7	301	ALVIN AV	FONTAINE RD	FLANIGAN DR	Slurry Seal	2001	added from SNI street
7	399	KING RD	TULLY RD	FLANIGAN DR	Slurry Seal	2001	2000 Slurry Seal Project
7	399	KING RD	FLANIGAN DR	225 'S BARBERRY LN	Slurry Seal	2001	2000 Slurry Seal Project
7	399	KING RD	225 'S BARBERRY LN	90' S/O TUSTIN DR	Slurry Seal	2001	2001 Slurry Seal Project
7	399	KING RD	90' S/O TUSTIN DR	ABORN RD	Slurry Seal	2001	2001 Slurry Seal Project
7	399	KING RD	WAVERLY RD	TULLY RD	Slurry Seal	2004	SS96
7	399	SILVER CREEK ROAD	ABORN RD	CAPITOL EXPWY	Slurry Seal	2004	SS96
7	399	ABORN RD	KING RD	CAPITOL EXPWY	Slurry Seal	2004	O/L96
7	399	TULLY RD	QUIMBY RD	HWY 101	Slurry Seal	2005	SS97

* Actual treatment and implementation schedule to be determined through a final assessment during the noted program year.

Deferred treatment

CD	Street ID	Street Name	From	To	Length	Width	Area (sq. ft)	Comment
7	301	ABORN RD	111' E/O STANHOPE	433' E/O TOWERS	1099	24	26376	on-going dev't
							0.17	